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Navy News

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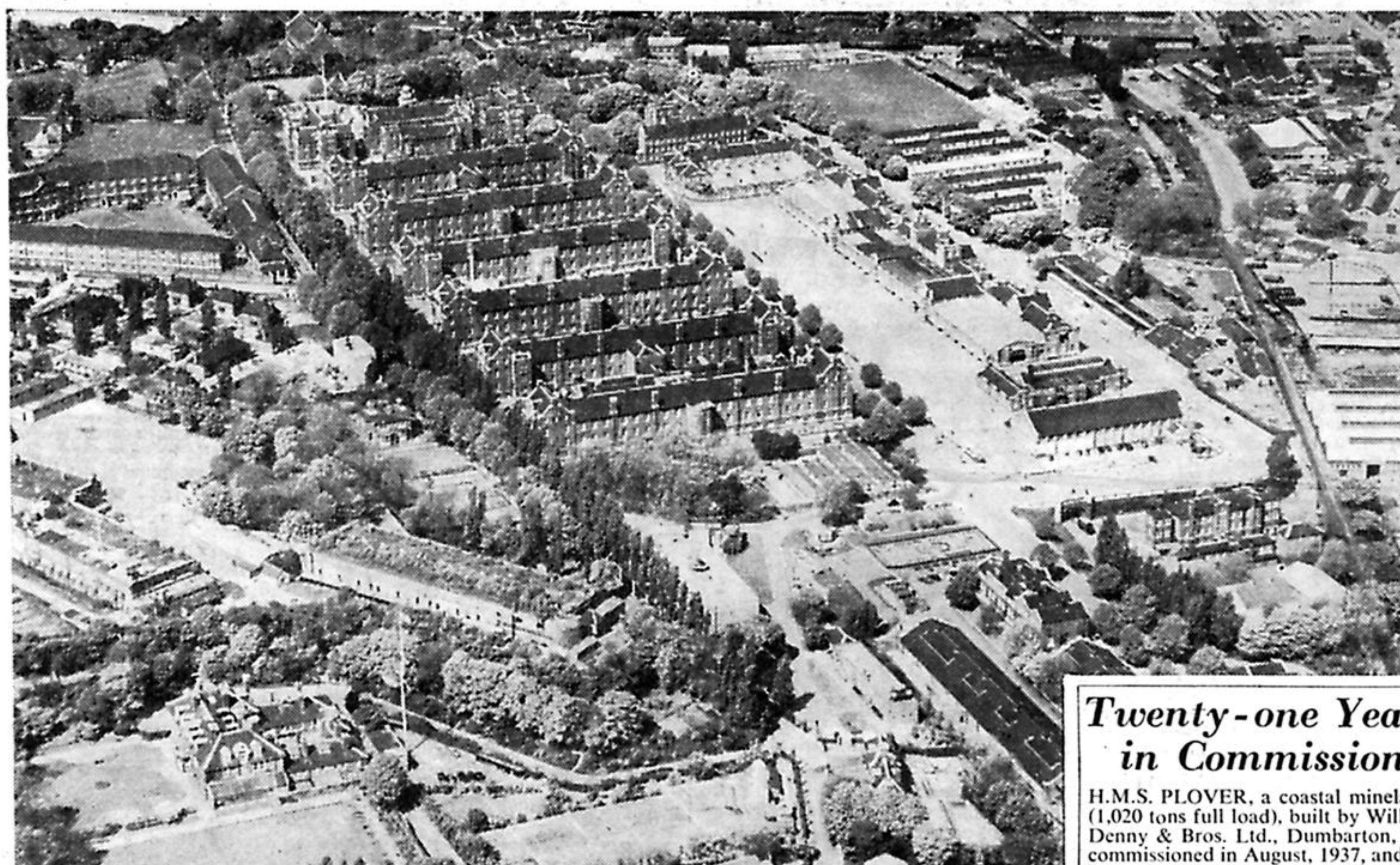
No. 46 MARCH, 1958

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FOUR CENTURIES' LINK BROKEN

R.N. Barracks, Chatham, to be closed by April, 1961



A panoramic view of the Royal Naval Barracks, Chatham, which is to close down. The office of the Commander-in-Chief, The Nore, is at the bottom left-hand corner. The barracks were first occupied in 1903. The office of Commander-in-Chief, The Nore, has been in existence some 400 years

GALLANTRY AWARD FOR DISTINGUISHED SERVICE IN CYPRUS

THE NAME of a young Northamptonshire National Service man heads the list of Royal Marines of 40 and 45 Commandos published in the *London Gazette*, receiving awards for gallantry in operations against terrorists in Cyprus between July 1 and December 31, 1957.

He is Marine Brian Richard Thornton, of Buckfast Square, Corby, and he is awarded the British Empire Medal (Military Division) for "distinguished service."

A native of Warrington, Marine Thornton, who entered the Corps for his National Service in 1956, after earlier service in the R.M.F.V.R., was the senior of a two-man patrol sent into the village of Pelendria on the night of July 29. On hearing footsteps, he and his companion laid a quick ambush and were able to see two armed men approaching.

He challenged them and while covered by the second member of the patrol, disarmed and captured the two men, who proved to be known Eoka terrorists.

The official citation states: "Marine Thornton displayed great presence of mind, coolness, initiative and courage." At the time, the terrorists were on the alert and armed with a loaded sub-machine gun and grenades.

Mentioned in Despatches for their service in Cyprus are Lieut.-Colonel J. Richards, M.B.E., R.N., of Bideford (Devon), who commands 45 Commando R.M. in the Middle East; Major H. G. Bruce, whose home is in Dorset, formerly Second-in-Command of 40 Commando R.M. in Cyprus; Inst.-Lieut.-Cdr. G. L. D. Jenkins, R.N., of Newark-on-Trent, serving with 45 Commando; Cpl. H. Davies, R.M., of Llantwit Major, Glamorganshire; Marine G. Salisbury, R.M., of Hull.

How Chatham and Sheerness are affected

THE POST of Commander-in-Chief, The Nore, and the Nore Command will be abolished.

Sheerness dockyard will be run down by April, 1960. Every effort will be made to dispose of the yard before closure to industrial or commercial interests. It employs some 2,500 industrial and non-industrial staff. About 1,100 are established, of whom as many as possible will be absorbed into Chatham dockyard. The balance of unestablished employees will be reduced by normal wastage and discharge.

At Chatham the dockyard will be retained; but by April, 1961, H.M. Ships will normally be refitted there with only key personnel on board. It is planned to close or transfer the barracks and other Naval establishments, as shown below. The Admiralty feels deep regret that it is necessary to break the historical association of the Royal Navy with the Medway towns, which has lasted some four centuries.

R.N. Barracks, Chatham.—To be closed by April, 1961.

H.M.S. Ceres (R.N. Supply and Secretariat School).—To be housed in the R.N. Barracks, Chatham, for at least two years; then to be moved, probably to Portsmouth.

Mechanical Training Establishment, Chatham.—To be transferred; probably to Portsmouth by September, 1960.

R.N. Hospital, Chatham.—To cease to be a Naval hospital by April, 1961.

H.M.S. Wildfire (R.N. Base, Sheerness).—To be closed by April, 1960, or as soon as the run-down of Sheerness Dockyard permits.

Chart and Boom Defence Depots.—The Chart Depot at Sheerness and Boom Defence Depots at Sheerness

and Queenborough to be closed by 1960.

R.N. Armament Depots.—R.N. Torpedo Depot, Chatham, and Chatham Gunwharf Workshops—to be closed by end of 1958.

The Depots at Upnor, Lodge Hill and Grain; and Chatham Gunwharf Storehouses—to be closed by 1963.

In the Chatham and Sheerness area as a whole, the total number of industrial and non-industrial employees will be reduced by normal wastage and discharge by about 2,700 over the next three years or so.

Drafting Forecast

VOLUNTEERING Ratings may volunteer for any of the ships, or for service in a particular station, or for specific forms of service (e.g., Local Foreign Service or General Service). As drafting action is taken at least two months ahead, applications to serve in ships due to commission in the next few weeks are unlikely to have any effect.

SUBMARINE COMMAND

H.M.S. Astute, March, at Devonport, service in the 3rd S/m. Squadron, Clyde.

H.M.S. Acheron, March, at Birkenhead, for service in the 5th S/m. Squadron, Portsmouth.

H.M.S. Scotsman, June, at Devonport, for service in the 3rd S/m. Squadron, Clyde.

H.M.S. Tapir, June, at Chatham, and for service in the 1st S/m. Squadron, Malta.

(Continued on page 2, col. 2)

Advancement to the Chief Petty Officer and Chief Artificer Rate

CONFIRMATION HAS been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate:—

To Chief Petty Officer.—JX.143680 E. Hooper; JX.157982 P. Kelpie; JX.142373 C. Manchip; JX.778238 F. Pipe; JX.768378 P. Smith.

To Chief Petty Officer Cook (S).—MX.57721 G. Langton; MX.60610 F. Lovell.

To Chief Petty Officer Telegraphist.—JX.29291 W. Briggs; JX.583217 K. Smith.

To Chief Engine Room Artificer.—MX.102470 F. Anderson.

To Chief Plumber.—MX.60500 W. Holmes; MX.66882 M. Thomas.

To Chief Ordnance Artificer.—MX.645767 F. Harris; MX.909404 D. Hoy.

To Chief Joiner.—MX.90236 W. T. Vigus.

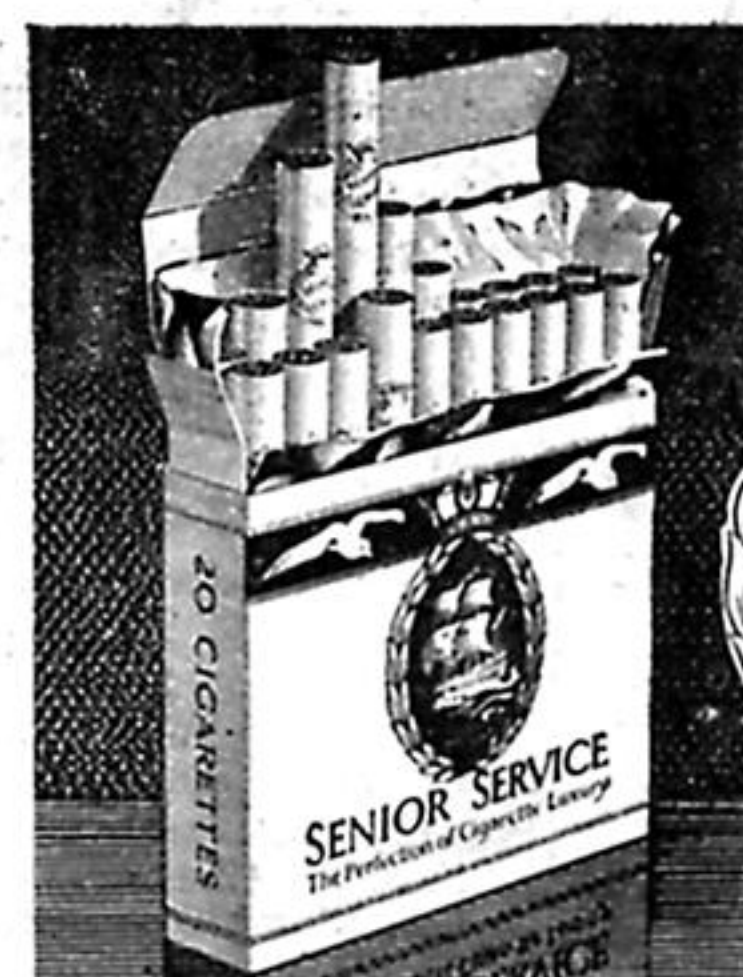
To Sick Berth Chief Petty Officer.—MX.58238 E. Cutts; MX.58318 H. Shoulder; MX.56888 L. Young.

To Chief Engineering Mechanic.—KX.94767 L. Allen; KX.96937 E. Brown; KX.94480 J. Daly; KX.88829 R. Finch; KX.91192 A. Gibbs; KX.95033 L. Hawkins; KX.90324 T. Jones; KX.86028 L. Jubber; KX.96123 I. Lewis; KX.909541 F. Malone; KX.86765 A. Mapplebeck; KX.88816 F. Purnell; KX.95260 G. Smith; KX.85058 R. Syson; KX.92582 R. Watchorn.

To Acting Chief Radio Electrical Artificer (Air).—L/FX66925 G. E. Brown.

(Continued on page 2, column 5)

The Outstanding Cigarette of the Day



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Navy News

EDITOR

Lieut. (S) H. R. Berridge, R.N.(Retd.),
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 74004 (Ext. 2194)

EDITORIAL

THE NAVY Estimates take up a lot of our space this month, and we make no apology for this as NAVY NEWS policy is to give full coverage on matters affecting the Service. It would seem that we are witnessing the birth of a new type of Navy, and it is this aspect upon which we must concentrate.

Amputations are always a serious business, and decided upon only when all other means have been tried, and have been proved unsuccessful. Unquestionably, amputations—for that is what they are—which the Government have found necessary in the Naval Establishments are unpalatable in the extreme, but as Admiral Sir Frederick Parham, the Commander-in-Chief, The Nore, has said: "The Admiralty would not have taken this step unless it had been considered to be essential in the interest of maintaining, to the maximum, the sea-going fleet under present economic conditions."

The abolition of the post of the Commander-in-Chief, The Nore, the closing down of R.N. Barracks, Chatham, and the Air Stations, as well as the run-down of Sheerness Dockyard, and the virtual immediate closing of Portland Dockyard, necessary though the cuts may be, will be felt and regretted throughout the whole country, by civilians as well as by Naval people.

We are confident, however, that the same qualities which kept the Royal Navy of the past in the van are still in the Service.

"WITH A THANKFUL REMEMBRANCE OF THY MERCIES"

O Lord, how manifold are Thy works... the earth is full of Thy riches. So is the great and wide sea also. . . .

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EXETER	...	19/6
BRISTOL	...	17/6
SALISBURY	...	8/3
GLOUCESTER	...	25/-
SWINDON	...	18/-
CIRENCESTER	...	21/-
MARLBOROUGH	...	15/-
READING	...	11/-
PORTLAND	...	15/-
from Fareham	...	14/-
LONDON	...	12/-

All these services will take the following route for convenience of Service Personnel: R.N. Barracks, Eastney: H.M.S. Vernon: Royal Sailors' Home Club: Queen Street: R.N. Barracks, Unicorn Gate: Stanley Rd. for H.M.S. Excellent: H.M.S. Phoenix: R.A.O.C., Hilsea Barracks: Cosham, Hornes: Town Quay, Fareham: Also picking up at H.M.S. 'Ariel' at cheaper rates

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PORTSMOUTH TRAINING DIVISION CLOSING DOWN



The Training Division staff, 1958

Back Row: Wtr. Blyth; S.A. (V.) Mellish; S.B.A. Edwards; S.B.A. Best; S.B.A. Stuart; Wtr. Rushton; Lieut.-Cdr. Fone; L.S.A. Clinton; P.O. Hawkey.
Fourth Row: Mr. Towner; L./Sea. Walsh; L./Sea. Whipp; P.O./Ck. Haddicott; P.O. Millest; P.O. Heathcote; P.O. Gunstone; P.O. Wise; P.O. Lawson.
Third Row: Mr. Rich; Mr. Ayling; W.R.N. Coleman; R.P.O. Cox; C.P.O. Martin; P.O. Goody; C.P.O. Kent; P.O. Sired; C.P.O. Deadman; P.O. Jarman; P.O. Griffiths; P.O. Potts; S.P.O. (V.) Bridden; C.P.O. Petter.
Second Row: W.R.N. Patton; W.R.N. Bold; C.P.O. Abbott; C.Y.S. Harvey; C.P.O. Dewane; C.P.O. Martin; C.P.O. Andrews; Ch./Wtr. Kennedy; C.P.O. Port; C.P.O. Ossenton; C.P.O. Griffin; L./W.R.N. Stokes; Ch./Wtr. Ogle; W.R.N. Bell.
Front Row: C.P.O. Gaskell; M.A.A. Jackson; Lieut.-Cdr. Thompson; Lieut.-Cdr. MacMillan; Lieut.-Cdr. Umpleby; Second Officer Valentine; Surg.-Cdr. (D.) Marshall; Cdr. Pool; Lieut.-Cdr. Garner; Third Officer Sankey; Lieut.-Cdr. Harper; Lieut. Sharpe; Lieut. Beck; C.P.O. Smith; C.P.O. Atkins; Mr. Lloyd.

REDUCTIONS IN the north, south, east and west! Contraction seems to be the order of the day. One reduction, not part of the recently announced cuts, is of the Training Division, R.N. Barracks, Portsmouth.

The Division held its final Divisions on Friday, February 14, and so an association with the Royal Naval Barracks which has lasted some 55 years, was brought to an end. Records show that apart from the years 1939-45, when the Training Division was housed at Gosport, and 1946-56 when it was accommodated in Victoria Barracks, there has been a Training Division in R.N. Barracks, Portsmouth since 1903. The first Training Commander was appointed after the First World War.

Initial Spadework

Hundreds of thousands must have done their initial parade work, and been instructed in some of the ways of the Navy under the eyes of the staff of the Training Division.

With the end of National Service in sight and as part of the declared policy of H.M. Government to reduce expenditure throughout the Royal Navy the Division as a separate entity has had to go. New entry training will in future be carried out in the various schools and establishments such as Raleigh, Collingwood and Mercury.

The period new entries spent in the Division varied considerably between two and six weeks. After being entered and meeting his instructor the newcomer was issued with his kit. Inoculation and dental examination having been completed and having been interviewed by the personnel selection officer, the new entry commenced training, which included apart from the parade work, lectures, physical and recreational training and introductory talks by the Padre.



The last class on arrival

Of course, the entrant was still "new" when he finished with the Division but he was no longer "green." He had acquired a new bearing and a new language and the fundamentals of his new profession had been inculcated in him.

Since 1956 when the Division returned to R.N. Barracks it has been situated in the two blocks which, pre-1939, were the homes of the Signal School and the Engine Room Artificers, and known by the 5,000 who have passed through its portals as Jervis Block.

Whilst acknowledging that the Royal Navy, because of the numbers whose first option on call-up has been the Navy, could afford to be more selective than the other armed forces, the present Training Commander's opinion of the young men who have been entered is very favourable. He has been most impressed with their adaptability and their keenness and their physical and mental standard.

Drafting Forecast

Continued from page 1
column 3

GENERAL

H.M.S. Contest, March, at Chatham, for General Service Commission, Mediterranean/Home. U.K. Base Port, Chatham.

H.M.S. Carysfort, March, at Portsmouth, for General Service Commission, Mediterranean/Home. U.K. Base Port, Portsmouth.

H.M.S. Cavendish, March, at Devonport, for General Service Commission, Mediterranean/Home. U.K. Base Port, Devonport.

H.M.S. Puma, March, at Devonport, for General Service Commission, South Africa and South Atlantic/Home. U.K. Base Port, Devonport.

H.M.S. Ceylon, April, at Portsmouth, for General Service Commission, Home/East Indies. U.K. Base Port, Portsmouth.

H.M.S. Loch Alvie, April, at Chatham, for General Service Commission, Home/East Indies. U.K. Base Port, Chatham.

H.M.S. Cardigan Bay, April, at Singapore for Foreign Service on Far East Station.

H.M.S. Chichester, April, at Glasgow, for General Service Commission, Mediterranean/Home. U.K. Base Port, Chatham.

H.M.S. Cheviot, May, at Singapore, for Foreign Service on Far East Station.

H.M.S. Dunkirk, May, at Portsmouth, for General Service Commission, Mediterranean/Home. U.K. Base Port, Devonport.

H.M.S. Jutland, May, at Portsmouth, for General Service Commission, Mediterranean/Home. U.K. Base Port, Chatham.

H.M.S. Trafalgar, May, at Portsmouth, for General Service Commission, Mediterranean/Home. U.K. Base Port, Portsmouth.

H.M.S. Albion, May, at Portsmouth, for General Service Commission, Mediterranean/East Indies/Far East. U.K. Base Port, Portsmouth.

H.M.S. Cossack, June, at Singapore, for Foreign Service on Far East Station.

H.M.S. Loch Fada, June 17, at Portsmouth for General Service Commission, Home/East Indies. U.K. Base Port, Portsmouth.

H.M.S. Birmingham, July, at Chatham, for General Service Commission, Home/Mediterranean. U.K. Base Port, Chatham.

H.M.S. Dampier, July, at Hong Kong, for Foreign Service on Far East Station.

STOW HAMMOCKS

THE HAMMOCK—a feature of life in ships of the Royal Navy since 1597—is being discarded and will, in time, disappear from all warships.

The replacement of hammocks by fitted bunks is one of many amenities introduced by the Admiralty last year as part of a policy to improve the working and living conditions of officers and men afloat.

This policy is being fully implemented in future new-design ships, but the extent to which it can be carried out in existing ships is restricted by dockyard capacity and the physical limitations of particular ships; it remains subordinate to the primary function of every warship—new or old—namely, to fight.

The following summary of improvements in habitability has been issued as an Admiralty bulletin:

As the result of detailed investigations and of trials in ships, it has been determined that centralised messing and bunks for ratings provide more efficient, economical and habitable accommodation than the traditional "broadside" messing (general mess or victualling allowance) and hammocks. It is therefore the intention to fit this form of accommodation in all future new design ships down to "Ocean" minesweeper size. Among the advantages to be gained from these arrangements will be that all food preparations and washing-up will be removed from the mess decks and each man will have his own bunk.

The design of mess decks with bunks will be such that traditional mess life will be retained, except for taking meals in the mess; it is not intended that mess decks should merely be bunk spaces. Bunks and lockers will be arranged to leave space for communal mess life; bunks are being designed so that a proportion can be turned into settees during the daytime; chairs and small tables will be provided.

It is not practicable to convert all existing ships to centralised messing and bunk sleeping. Either or both will be fitted, complete or in part, in those existing ships in which the alteration will be both practicable and worthwhile in view of the remaining life of the ship concerned.



The last class after completion of 14 days' Part I training

ADVANCEMENT

(Continued from page 1, column 5)

To Chief Electrician.—MX.842179

L. Barter; MX.759565 D.

Bowditch; MX.844361 G. Cubiss;

MX.759211 R. Devlin; MX.759705

C. Entwistle; MX.759115 H.

Hambleton; MX.856642 J.

Hughes; MX.844437 F. Humble;

MX.712301 R. Kelbrick;

MX.844315 A. Sheffield;

MX.579201 R. Sill; MX.803823

J. Standing; MX.769443 J. Wood-

house; MX.801020 L. Wright.

To Chief Radio Electrician.—

MX.803548 W. Baldwin;

MX.790154 D. Patch.

To Chief Radio Electrical Artificer.

—MX.101556 D. Coombes.

"Collar sense at last Jack . . . that certainly is smart!"



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Helicopter Rescues Girls from Mudbank

TWO 14-YEAR-OLD girls on their half-term holiday, had quite an adventure in February.

The two girls saw an old dinghy on the shore in Langstone Harbour, and they decided to paddle out in it to look at a boat moored a few yards from the beach. There were no oars in the dinghy, so the girls picked up a couple of planks and used them for oars. They reached the boat all right and had a look around, but when they tried to paddle back, they discovered they were drifting away from the shore, and all the time the dinghy was letting in water, and they had to use a tin to bale out.

Seeing a mudbank ahead of them, the two girls decided that the safest thing was to make for it.

The girls' plight was noticed by people on shore and these tried unsuccessfully to reach them. In the meantime the Royal Naval Air Station at Lee-on-Solent had been informed, and a helicopter was sent to rescue the two adventurers.

MOTERING NOTES

REGULAR READERS of these notes will probably have noticed that for two or three issues around Easter I always include some remarks on car buying, with hints and tips to try and help the inexperienced.

This year I intend to continue this practice which I believe is fairly popular and the emphasis in this number is on rust.

Don't Buy Rust

At the time of writing these notes, in the previous week, I have had to deal with three newly acquired second-hand cars purchased by Naval personnel and in each case riddled with rust in places not immediately visible but easily discovered. The sad thing about these cars is that not only was the rust obvious, but in each case the proud owner had paid at least £35 too much for the car.

It seems that most buyers are afraid of the car salesman and do not like to look too closely for fear of hurting his feelings. Many people quite obviously believe what they are told by these gentry and forget one important fact—a salesman's job is to sell you a car and for that reason alone he will never show you the defects in a car but only the good points.

A golden rule when examining a car is to keep your mouth shut and concentrate on looking instead of talking. Remember that a whole lot of factors must agree in assessing a car. Badly worn brake and clutch pedal rubbers, for example, would be out of place with a speedometer reading of 25,000 and would suggest that the mileometer has been set back by 20,000, a very simple operation which is frequently carried out. The state of the floor coverings, upholstery, roof lining and door trim are important factors but there are even more important places to look. Insist on having the boot opened and also the spare wheel compartment, if the car has one, and poke your nose right inside. You are looking for flaky rust in all the corners where mud and water can collect. Around the wheel arches and under the bottoms of doors are also important.

A few patches of powdery rust with good metal underneath doesn't matter much but if you find any appreciable amount of flaky rust *don't buy it*.

Slam the doors

If you really want to have fun with a car salesman, during your researches, it is a good idea to open all the car doors and check up on the window winding gear and then test the door



"Just put yer finger on the knot mate"

locks and also the set of the doors. To do this just swing the doors to with a slam to see what happens. If they close with a firm noise all is in order but it is just possible they won't. In any case it is a good method of dislodging rust, so just see what falls out of the bottom of the doors at the same time.

Check the year and price

If you are reasonably happy with the car ask to see the registration book and see what date it was registered—at the bottom of the page which has all the details on it. Incidentally, I repeat what I said last month, the year of registration is the year of the car, e.g., a car registered in December, 1956, is not a 1957 car as most sales-

In Memoriam

Brian Radestock, Leading Cook (O), D/SM/939413, H.M.S. Pellew. Died January 14, 1958.

Albert John Falkenberg, P.O. Electrician, D/MX.661323, H.M.S. Opossum. Died January 26, 1958.

A./Sub-Lieut. (P) E. L. Veres, R.N., H.M.S. Fulmar. Died February 3, 1958.

Anthony Smith, Radio Electrical Mechanic 1st class (Air), L/F. 963878, H.M.S. Daedalus. Died February 3, 1958.

Russell Stephen Ward, Naval Air Mechanic 1st class (Engines), L/F.944916, H.M.S. Victorious. Died February 5, 1958.

Supply Sub-Lieut. (S) Charles Henry Hellett, R.N., H.M.S. Daedalus. Died February 20, 1958.

Lieut. (P) James Brian Neville, R.N., R.N.A.S. Brawdy. Died February 20, 1958.

Lieut. (O) R. J. Greer, R.N., 847 Squadron. Died February 20, 1958.

Lieut. (P) Edward John Wright, R.N., 847 Squadron. Died February 20, 1958.

T. M. L. Leigh, Chief Aircrewman, L/FX.97069, R.N.A.S. Brawdy. Died February 20, 1958.

F. J. Chivers, L/Tel. A., C/JX. 899532, 847 Squadron. Died February 20, 1958.

J. B. A. Stansfield, Air Mech. 3, R.N.A.S. Brawdy. Died February 20, 1958.

man will try to kid you, although its price would of course be in the upper part of the bracket for 1956 cars.

Finally—the price. For 2s. 6d. you can buy the Measham Used Car Price Guide which is obtained by sending a 2s. 6d. postal order to Measham Information Dept., Measham, Burton-on-Trent. This guide does not cover the pre-war bangers which are seldom worth more than £150, but it is invaluable for all post-war cars.

Buyers' Guide to "Bangers"

£80 1939 Austin 7 Ruby saloon.
£125 1939 Austin 8 4-door saloon.
£165 1939 Austin 10 Cambridge saloon.

£125 1940 Citroen 12 saloon.
£120 1939 Ford 8 de-luxe saloon.
£120 1939 Ford Prefect 4-door saloon.

£125 1939 Hillman Minx saloon.
£130 1938 Jaguar 1½-litre saloon.
£255 1939 M.G. Midget Series T.B.
£145 1939 Morris 8 Series E 2-door saloon.

£140 1939 Morris 10 saloon.
£140 1938 Riley 1½-litre Kestrel saloon.

£180 1939 Rover 10 saloon.
£115 1939 Standard Flying 8 de-luxe saloon.

£185 1939 Sunbeam Talbot Sports saloon.
£145 1939 Vauxhall 10 saloon.

GREETINGS TO all shipmates of all branches. We held our annual general meeting on Sunday, February 9, but the attendance was not all it was hoped for. The events during the year were all a success, the most popular ones being the Saturday evening trips.

The branch suffered a great loss during the year by the passing away of Messmate F. Marston, vice-president, who was always ready to assist the branch and seldom missed a meeting—a grand example of a true messmate.

The treasurer stated that he was pleased with the state of the funds, in spite of the poor attendance at the meetings, but regretted there had been many calls on the Benevolent Fund. The vice-president, C. H. Wheeler, thanked the secretary for the great amount of work that he puts in to uphold the branch. The secretary, in reply said that he was pleased that he is able to do it, but having over 18 years as hon. secretary, he would like to see some young blood join the branch and then perhaps hand over the reins of office.

SHIPS OF THE ROYAL NAVY

No. 30. H.M.Y. BRITANNIA

Badge: The Royal Standard, within the Garter, the whole surmounted by the Imperial Crown.

Built by John Brown & Co. Ltd., Clydebank.

Laid down June, 1952.

Launched April, 1953.

Finished in January, 1954.

Displacement (full load), 4,715 tons.

Dimensions:

Length, 412½ ft. (O.A.).

Beam, 55 ft.

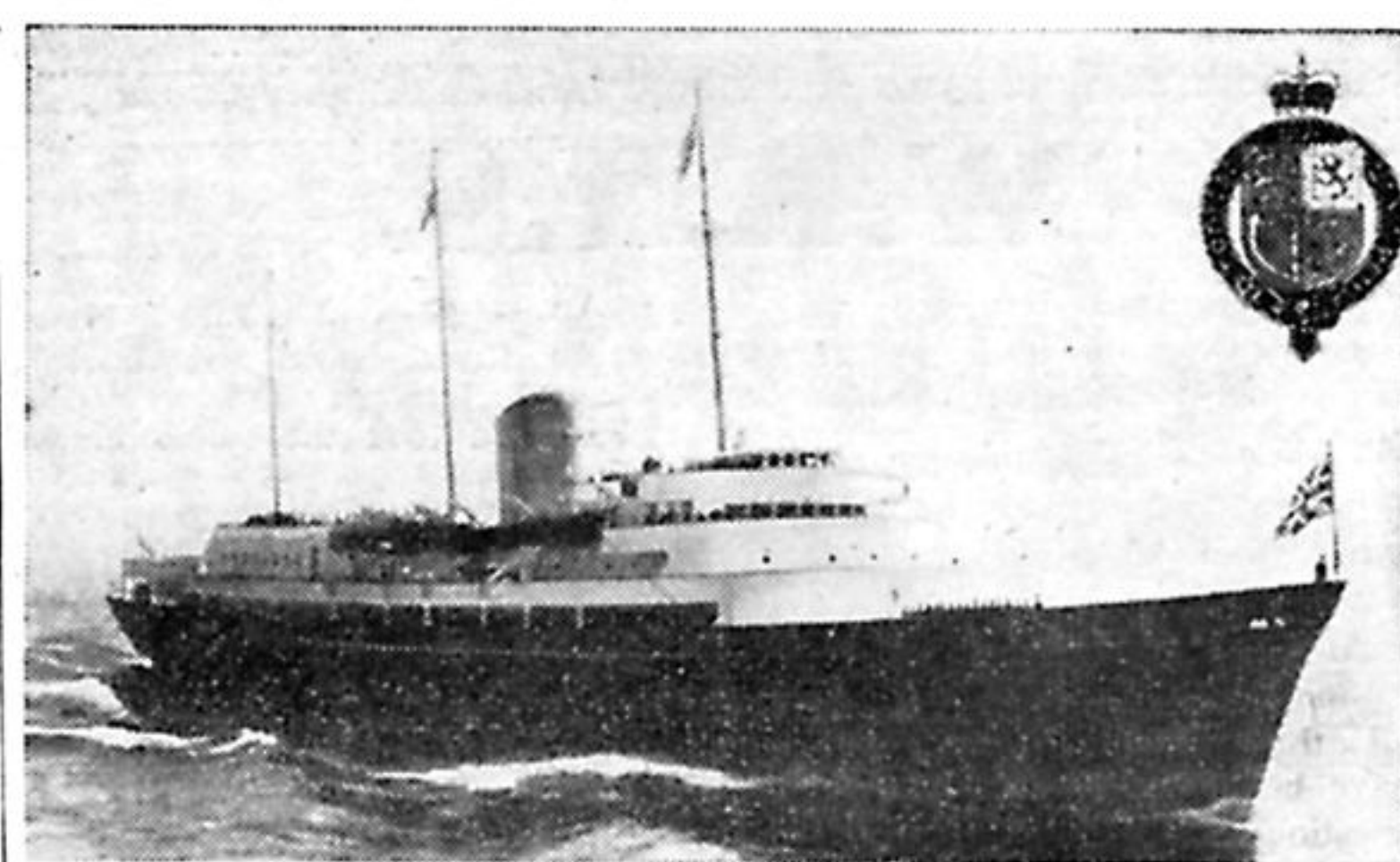
Draught (max.), 16 ft.

Complement, 255.

IN THE autumn of 1951, the Admiralty announced that a medium sized hospital ship would be put into the Naval construction programme, which would be used in peace-time as a replacement for the Victoria and Albert which was, by then, completely useless as a sea-going vessel.

Accommodation for the Royal party or alternatively, for the hospital, has been provided in the after-part of the ship, whilst that for the ship's officers and men is forward. Working spaces such as the galleys and laundry, have been grouped amidships, over the main machinery space so that exhaust ventilation can be laid inside the funnel.

Although the ship has been completed as a Royal Yacht, the alternative role has been kept firmly in mind from the earliest stages of design, and the two arrangements have been de-



veloped side by side. Consequently, in the unhappy event of the conversion becoming necessary, it will be possible to effect the change to an efficient hospital ship without making any serious alterations in structure or in the normal equipment of the ship. The wards, operating theatre and specialised departments will be sited aft in the spaces now allocated to the Royal and State apartments and to the members of the Royal Household and staff. The galleys and laundry will meet the requirements for the

patients, Naval medical staff and men, with practically no alteration. The accommodation forward could readily be adapted to the needs of the Merchant Navy personnel who would man the vessel on conversion to hospital ship.

Records show that former ships with the name of Britannia included a first rate built in 1682, and which took part in the Battle of Barfleur in 1692.

Another Britannia, also a first rate, was built at Portsmouth and launched in October, 1762. This vessel took part in several Naval actions, including the Battle of Cape St. Vincent (flag of Vice-Admiral Charles Thompson), and the Battle of Fouchy, when she was flag ship of Rear-Admiral the Earl of Northesk.

Another Britannia was also built in Portsmouth, a battleship of 16,350 tons, launched in 1904. This vessel saw action with the 3rd Battle Squadron and the 9th Cruiser Squadron in the First World War. She was sunk by a submarine off Cape Trafalgar on November 9, 1918.

The present Britannia has steamed approximately 92,700 miles since she was first commissioned, and has circumnavigated the globe.

The crest shown on the card is that of the Royal Yacht.



Britannia's own badge is as shown above.

LETTER TO THE EDITOR

Dear Sir,—I trust you do not mind me sending you a few corrections to the NAVY NEWS!

It was stated that Mr. Bickerdike (aged 75) is the oldest living submariner. This, I am afraid, is incorrect. I know two members of the Submarine Old Comrades Association who are over 78.

The longest living submariner I believe is Vice-Admiral F. A. Somerville, who is about 76 or 77, and joined the submarines in the region of 1905 or thereabouts.

It was recently mentioned that one of the C.M.B.s. or some such boat, from H.M.S. Hornet was the first warship ever to have a black painted hull. I must point out that this is definitely incorrect!

I joined the Royal Navy on April 11, 1902, after serving in T.S. Mercury from August 14, 1900, and all ships had black hulls in those days. It was in October, 1903, that I joined H.M.S. Fire Queen which was the Royal Naval Barracks (not completed) and was drafted to H.M.S. Seagull—a torpedo gun boat—and after serving three months aboard her, I was drafted to H.M.S. Andromeda (advance party) and she was the old colour—black hull. We painted her crab fat—the present colour grey—before commissioning on March 1, 1904, and sailed for China on March 12 that year.

All torpedo boats and destroyers were painted all black, and previous to that, when ships were commissioned for foreign service, they were painted white. I believe that the end of 1903, early 1904, saw the changing of the colour that our ships were painted.

In the November issue, you spoke of bitts. The only bitts you will find in a warship these days are on the fore-castle. These are built in the ship and very strong, made of iron and used for bitting the cable (when at anchor) after the slip is put on and before bowing to. In sailing ships, they were around the masts, made of wood, built up through the deck (very strongly) four uprights and cross pieces with holes drilled for belaying pins, used for turning up and securing the ropes down the masts, etc. The cross piece on the fore end on the main bitts usually extended and was used for giving half dozen or dozen cuts with the cane across the stern!

How grand it was to see yet another old Mercury boy, the Commanding Officer of H.M.S. Victory (ship). I wonder if anyone knows how many old Mercury boys have been in command of her? I know three:—

Lieut.-Cdr. Herriett, Lieut.-Cdr. Ackerman and now Lieut.-Cdr. Noble.

It is also a tonic to know that Lieut.-Cdr. Noble is taking over as Officer in Charge of the Foudroyant this year. The Foudroyant was moored off West Cowes years ago, and at the funeral of Queen Victoria, from Osborne House, Isle of Wight,

about 100 of we Mercury boys in January, 1901, manned the bulwarks and ship aboard the Foudroyant to represent her ship's company, as the ship passed down the lines of ships, with the coffin aboard. This may be of interest to Lieut.-Cdr. Noble.

I wonder if any old Mercury boys are living in Portsmouth, who manned the bulwarks of the Foudroyant on that occasion?

When at Cowes the present Foudroyant was known as the Trincomalee. I do not know how she came in her present job or when her name was changed to Foudroyant.

No doubt there are many lads still about who joined the Service before me and can give you some more interesting information about those days?

Yours faithfully,

J. H. EDWARDS,

Lieut.-Cdr. R.N. (ret.).

(We stated that Mr. Bickerdike "... is, if not the oldest, one of the very oldest submariners. ...")

It is understood that the present Foudroyant (ex-Trincomalee) was so named in 1904. She was built at Bombay in 1817. The old Foudroyant was destroyed in 1886 off Blackpool whilst being towed to the Clyde.—EDITOR.

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WOMEN'S PAGE A MISCELLANY FOR THE LADIES

W.R.N.S.

THE DIRECTOR, W.R.N.S., Dame Nancy Robertson, paid a farewell visit to the W.R.N.S. in Chatham on Wednesday, February 5.

and ratings from the Royal Naval Barracks, Royal Naval Hospital and Pay and Records Office, Royal Marines and took the salute at the



The Director, W.R.N.S., taking the salute at the march past

She arrived at Chatham on Tuesday evening and stayed overnight as the guest of the Commander-in-Chief, Admiral Sir Frederick Parham, and Lady Parham. The W.R.N.S. officers gave a dinner in her honour in their mess in the Royal Naval Barracks the same evening, and among the guests were the Commander-in-Chief, Admiral Sir Frederick Parham, and Lady Parham, Commodore and Mrs. Bush and Colonel and Mrs. Sanders. The following morning she inspected a parade of 180 W.R.N.S. officers

march past. Later she called on the Commodore and made a brief visit to Wrens' Quarters, East Camp. She then proceeded to the Royal Naval Hospital, called on the Surgeon Rear-Admiral and visited Wrens in hospital and the Wrens quarters.

At the end of the morning, she called on the Director of Pay and Records, Royal Marines and was entertained in the Officers' Mess.

She returned to Admiralty House for lunch and left for London in the afternoon.

Nore Command W.R.N.S. Benevolent Trust

THE 14th annual general meeting of the Nore Command W.R.N.S. Benevolent Trust was held in Furze House, London, on Wednesday, February 19, 1958. Among the guests were Admiral Dent (Chief Staff Officer (Administration) on the staff of the Commander-in-Chief, The Nore) and Mrs. Dent, Cdr. Mackenzie (Commanding Officer, H.M.S. President) and Mrs. Mackenzie, Superintendent E. L. E. Hoyer-Millar, O.B.E., W.R.N.S. (Superintendent W.R.N.S. Training and Drafting, H.M.S. Daunt-

less), chief officers of the Nore Command, and the general secretary of the W.R.N.S. Benevolent Trust central committee—Miss E. G. W. Young, and there was a large gathering of present and past members of the W.R.N.S. from the Nore Command.

After the election of the command committee for 1958/59, there was a most interesting and amusing talk by the guest speaker, Miss E. C. Bather, O.B.E., Chief Superintendent of the Metropolitan Women's Police.

SENIOR W.R.N.S. OFFICERS' CHANGES

THE SENIOR W.R.N.S. Officer of the Portsmouth Command, Chief Officer M. A. P. Cook, W.R.N.S., who has been in the Portsmouth Command for the past two and a half years, has taken up a new appointment as Chief Officer in charge of W.R.N.S. Recruiting in the Admiralty. Chief Officer Cook's kindness and sympathy and all her hard work on behalf of Portsmouth Command, W.R.N.S. has been very much appreciated.

Chief Officer Cook's successor is Chief Officer M. M. Kettlewell, W.R.N.S., who takes over the Portsmouth Command from the Home Air Command.

Both these senior W.R.N.S. officers came from distant parts to join the W.R.N.S. at the beginning of the Second World War. Chief Officer Cook comes from Chile, and Chief Officer Kettlewell comes from Canada.

WOMENS INTER-SERVICE RIFLE CHAMPIONSHIP

THE 1958 Women's Inter-Service Rifle Championships were held in the Royal Naval Barracks, Portsmouth by kind permission of Commodore A. A. Fitzroy Talbot, D.S.O.* on February 10. After a very even and most exciting match with the W.R.N.S. leading by two points until the final card was shot the W.R.A.F. finally won by one point on the last detail. The final scores were, out of a possible 1600: W.R.A.F. 1,561; W.R.N.S. 1,560; W.R.A.C. 1,553. Wren Dean from the Royal Naval Air Station, Yeovilton, was awarded the Spoon for the best individual score in the match, 199 out of a possible 200.



Wren Boughton, Wren Dean and L./Wren Robson with their mascot

Prior to the actual inter-Service match, the R.N. women's team had shot two matches against civilian clubs, with the following scores: Portsmouth Ladies 1,063 (poss. max. 1,200); W.R.N.S. 1,078. Civil Service Ladies 1,956 (poss. max. 2,000); W.R.N.S. 1,957.

In the latter match L./Wren Robson of H.M.S. Ceres won the spoon awarded by the Civil Service for the highest score in the W.R.N.S. team with the maximum score of 200.

LADY GRANTHAM AT DUCHESS OF KENT BARRACKS

TUESDAY EVENING, January 21, 1957, was an enjoyable yet sad occasion for the W.R.N.S. officers in Duchess of Kent Barracks, for on that evening they gave a farewell dinner party for the Director, W.R.N.S., who leaves the Service in April. Chief Officer Cook and unit officers from establishments in the Command were also invited and, during the course of the after dinner speeches we learned that two of the officers present namely, First Officer Sturdee and First Officer Sutton, had been Cadet Wrens at Greenwich with the Director, this coincidence, as one may expect, called for some amusing anecdotes.

We were also honoured by a visit by 3: from Lady Grantham on January 23, who was shown round part of the Wrens' Quarters, and on conclusion of the tour, which took place in a room for tea with the W.R.N.S. officers.

To First Officer M. L. Sturdee who relinquished her appointment as Officer-in-Charge, W.R.N.S., H.M.S. Victory on January 25, we wish every success in her new job with D.N.E.S. and we extend a welcome to her successor, First Officer J. C. Sutton, who has come from H.M.S. Mercury.

Out of Uniform

L./Wren Slade, R.M. Barracks, Eastney. Material, rayon cotton, navy blue and white. Simplicity pattern. Approximately 5 yards. Cost (inclusive zips, etc.), £1



PORTSMOUTH COMMAND W.R.N.S. BENEVOLENT TRUST

THE ANNUAL general meeting of the Portsmouth Command W.R.N.S. Benevolent Trust took place in the Duchess of Kent Barracks on February 19, 1958. At the invitation of Mrs. E. F. L. Pouncey, chairman of the Command Committee, the Commander-in-Chief, Portsmouth, Admiral Sir Guy Grantham, took the chair. Also present were Lady Grantham and many senior Naval officers of the Command, including Vice-Admiral Unwin, Rear-Admiral Paffard, Rear-Admiral Begg, Surgeon Rear-Admiral Rudd and Commodore FitzRoy Talbot. Serving W.R.N.S. personnel from all units in the Command and several ex-Wrens also attended.

The secretary, Second Officer Wyndham-Thomas, in her annual report said only one application for help from the Trust had been received from a serving Wren in the Command during the past year, but several cases for assistance from ex-Wrens had been forwarded to headquarters.

Dame Jocelyn Woolcombe, a former Director of the W.R.N.S., was the guest speaker and she gave an interesting talk on how the Trust came into being. Dame Mary Lloyd, also a former director of the Service, proposed the vote of thanks to the speaker.

The Commander-in-Chief then announced the result of the ballot which had been held to elect the Command Committee for 1958/59, as follows: Mrs. E. F. L. Pouncey, Mrs. I. Ware, First Officer J. C. Sutton, Second Officer M. A. Wyndham-Thomas, Chief Wren Harwood, Chief Wren Penney, P.O. Wren McGilvray, P.O. Wren White, L./Wrens Dawson, Farnham, Kerr, and Ratcliffe.

AWARDS TO VICTORY WRENS

OUR CONGRATULATIONS to Chief Wren W. Robinson (Regulating), on her award of the British Empire Medal in the New Year Honours List. Chief Wren Robinson is about to move to Admiralty Unit after serving in H.M.S. Victory since November, 1954, and we wish her every success in her new job.

On Friday January 28, 1958, Commodore A. A. FitzRoy Talbot presented the Long Service and Good Conduct Medal to Chief Wren M. V. Penney who has served in H.M.S. Victory since November, 1955, as a welfare worker.

NETBALL

THE FINAL of the Inter-Unit Netball Tournament was played in the gymnasium, R.N. Barracks, on Tuesday, January 28, 1958, between the W.R.N.S. teams from H.M.S. Victory and H.M.S. Mercury.

The score at the end of the game was 13-13, so further time was played for five minutes each way.



(Photo: Evening News and Hampshire Telegraph, Portsmouth)

Collingwood to complete his training and to start his boxing career. His first appearance in competitive boxing was in the Portsmouth Command championships when he won the novice fly-weight title.

Having won this championship he was taken in hand by Lieut.-Cdr. A. S. Walker, who was at that time a Divisional officer in the apprentices' section of Collingwood. Walker, himself a Navy champion of pre-war days encouraged Ronaldson by helping in

W.R.N.S. "LINE THE SIDE"

AT THE premiere of the film "Don't go near the Water" at the Empire Theatre, Leicester Square, on February 12, 50 Wrens from the Royal Naval and Royal Marine Barracks Chatham and Admiralty Unit had the honour of "lining the side" for H.R.H. The Duke of Edinburgh.

The premiere was arranged by the Lord's Taverners in aid of the National Playing Fields Association. Among the audience were so many famous cricketers, television and film personalities that there was never a dull moment in the foyer while cameramen were busy recording their arrivals. John Mills and Jack Payne had special smiles for the Wrens.

Just before H.R.H. The Duke of Edinburgh's arrival the Wrens moved into two ranks on either side of the red carpet and had a wonderful view of him as he walked between them. Those in the circle lounge were especially fortunate in being able to watch the presentations to the Duke of the film stars, among them Russ Tamblyn and Nigel Patrick, and members of the Lord's Taverners such as John Snagge, Peter Haigh and Denis Compton.

After the presentations the Wrens were guests at the show and all agreed that it was an amusing film and a most enjoyable evening.

FRIENDLY WIVES

Vernon Branch say Good-bye to Stalwart

THE H.M.S. Vernon Branch held a general meeting in the cinema, H.M.S. Vernon, on Wednesday, February 5, at 2.15 p.m., which was presided over by Mrs. E. A. Blundell. Opening prayers were said by the Rev. Christopher Prior.

Games for the social afternoon had been arranged, most of which provided considerable amusement to both players and spectators. The following members arranged and provided prizes for games, Mrs. Vicary, Mrs. Prior and Mrs. Bird. These were won by Mrs. Linell, Mrs. Parkes and Mrs. Bartlett.

Mrs. Brower sold tickets for a In 1955 he again won a title at this time at bantam-weight, and won through to the finals of I.S.B.A. championships.

The following year he boxed in the Midland Counties and joined H.M.S. Albion on the Mediterranean station. In the Navy championships before departure he won the finals to A.B. Hedges due to an eye. He had already beaten five in the Portsmouth Command championships.

He has represented the Navy in the Midland Counties, Southern Counties and Wales in the last two seasons winning all his bouts.

He is now back at Collingwood as an instructor and is training in the Navy championships this year with an eye on an I.S.B.A. title.

This season he has participated in two full internationals—beating Barner of the Midland Counties and E. Robson of Wales.

He has won 50 of his total contests. His hobby is motor-cycling.

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FRIENDLY WIVES (Continued)

FIFTY YEARS WITH F. W. SHEERNESS

MEETINGS ARE held twice a month. A recent item included a handiwork competition for the most original article made from one yard of 36-in. material. Miss Williams spoke of her work as a J.P., and Mrs. Chavasse, president of Sheerness Branch, gave a talk on Ceylon, the high-light being the Royal visit.

Social afternoons have included a beetle drive and "Twenty Questions." One of our members, Mrs. Jackson, celebrated her 50 years membership of the Sheerness Friendly Wives. She joined the branch on January 3, 1908.

CAKE MAKING COMPETITION AT SOUTHSEA

ON FEBRUARY 10 the monthly meeting of the Southsea Branch was held in the Commodore's conference room, and this was opened by the Rev. Clifford Davies with a hymn and a prayer.

Owing to the illness of Miss Paulin, the Southern Gas Board kindly sent Miss Skeens, one of their demonstrators, to judge the cake-making competition, the prizes being awarded by the makers of Spillers Flour. Miss Skeens remarked on the number of entries in the two classes, and the high standard of the cakes entered for the competition.

The winners for the fruit cake were: 1st, Mrs. Sycamore; 2nd, Mrs. Gillam; 3rd, Mrs. Ogilvie.

In the class for the jam sandwich, the winners were: 1st, Mrs. Ogilvie; 2nd, Mrs. Crutchley; 3rd, Mrs. Prescott.

Mrs. Talbot asked Miss Skeens to draw the lucky tickets for the raffle. Mrs. Bradford won the tin of toffees, Mrs. Pickering the eggs and Mrs. Stark 1lb. butter.

On Monday, March 10, at 2.15 p.m. the Director of Parks for Portsmouth will give a talk on gardening in the Commodore's conference room, R.N. Barracks.

New members are always welcome at our meetings, and details may be obtained from Mrs. Brigham (hon. secretary), 6 Pembroke Chambers, Penny Street, Old Portsmouth, Telephone Portsmouth 4777.

BEETLE DRIVE AT NORTH END

THIS WAS Mrs. Martell's first meeting as our new chairman—she was introduced by Mrs. Casement who came back specially to do this—and also to thank the members for the silk headscarf which had been presented to her on their behalf by Father Christmas at our children's party.

The meeting started as usual with the singing of "Eternal Father," followed by prayers led by the Rev. Brierley, after which Mrs. Doig, our vice-chairman, gave out the notices and a presentation of a box of chocolates was made to Mrs. Simpkins, who always so nobly comes to our rescue when we need any piano playing.

We then had a very hilarious beetle drive, run by Mrs. Uden, the prize

winners were Mrs. Jennings, Mrs. Pullen and Mrs. Brooks. The raffle, a tea cosy was won by Mrs. Hale. The Trade Stall run by Mrs. Allen and Mrs. Longley did a brisk trade and the Birthday Table almost overflowed with February birthday ladies. At our next meeting on Tuesday, March 4, which will be held as usual in Fisher Hall, Whale Island, 2.15 p.m. to 4 p.m., we shall be having a film show. A warm welcome awaits any Naval wives who would like to join our branch.

MUSICAL CHAIRS TO KEEP WARM AT HAVANT

THIS MEETING, on one of the coldest days, was unavoidably held in the large hall, which made the smaller attendance look a little lost. This, however, was made up for by the enthusiasm with which the members joined in musical chairs to keep warm while waiting for the guest speaker (Policewoman Rogers, of Hampshire Constabulary), who had been delayed. Tea was served early while Miss Rogers told us of her training and experiences as a policewoman, which is, in most respects, equal to that of the men.

She was thanked by the chairman (Mrs. P. J. Hardie) and asked to draw the raffle ticket. This was held by Mrs. Jaggard, who won an attractive iced decorated cake made and presented by Mrs. Handley.

Mrs. Horton judged a novel competition set by former chairman, Mrs. E. Chavasse. This was for any item made from one yard of material. Mrs. Handley's attractive blouse made of green metal threaded material was most admired as also was a gay orange apron made by Mrs. Stratton.

These two ladies received prizes given by Mrs. Chavasse and Mrs. Patch. Our next meeting on Tuesday, March 18, is to include a spring hat display, presented by Dorothy Coopers Ltd. All members will be welcome; also to the hair styling demonstration on April 15. Both of these events will be held at St. Faiths Hall at 2.15 p.m.

N.A.A.F.I. FAMILY TRADE

ADMIRALTY FLEET Order 393/58 announces that owing to increases in operating costs, the discount rates for family trade must be reduced. The range of goods on which discount is allowed at home is, however, being extended to include certain articles which have hitherto been sold at net prices.

As from March 2, 1958, the rate of discount is five per cent (1s. in the £) on cash sales, and two and a half per cent on credit accounts overseas. The rate of premium allowed to deposit accounts is 1s. 1d. in the pound on amounts deposited.

EDUCATION

ADMIRALTY FLEET Order 337/58 gives details of the educational facilities which are available for the children of Royal Naval personnel and Admiralty civilian employees in the United Kingdom and overseas, and offers some useful guidance on this subject.

TAILPIECE TO HOTELYMPIA

The following awards were won by the Cookery School of the R.N.B. Chatham, in inter-port cookery competition held at the Hotelympia Exhibition, London:—

Senior Team

P.O. Cook (O.) B. J. Newton; gold medal, silver challenge trophy, special silver challenge cup, silver lighter.

C.P.O. Cook (O.) L. Loveard; silver medal.

P.O. Cook (O.) L. Stapleford.

Junior Team

L./Cook (S.) D. Frappell, Cook (S.) J. Bridges, Cook (O.) N. Saunders; silver challenge cup.

Both teams were trained by Sub-Lieut. E. B. Houlston, Cookery Officer.



Photo: By Courtesy of Chatham News
The Teams



Vice-Admiral H. P. Koelle, C.B., Director General Supply and Secretariat, with Captain W. R. Harold, O.B.E., and Commander L. E. Wright, from Devonport, at Messrs. M. Barnett & Sons (London) delicatessen display at Hotelympia

R.N. STORES BRANCH BENEVOLENT SOCIETY

THE ROYAL Naval Stores Branch Benevolent Society (Portsmouth) held their annual Reunion Dinner and Dance on Tuesday, January 28.

The guest of honour was the Chief Staff Officer (Administration) to the Commander-in-Chief, Rear Admiral R. W. Paffard, C.B.E., and Mrs. Paffard. Other guests were Capt. R. Williamson Jones, R.N., and Mrs. Williamson Jones, Senior Supply Officer, Portsmouth, Sick Berth Chief Petty Officer and Mrs. Bennett representing the R.N. Sick Berth Staff Association and Chief Petty Officer Writer and Mrs. Brannen, representing the R.N. Writers Benevolent Society, Mr. Martin, representing the R.N. Stores Branch Benevolent Society at Devonport and Mr. Latter representing the society at Chatham.

Admiral Paffard in his speech proposing the toast of the R.N. Stores Branch, spoke about his early association with the branch and how he learned very much more from the "old Ship's Steward" in H.M.S. Thunderer (who told him what service at sea was really like) than from studying too closely the books of regulations. Amongst other subjects he said how the junior ratings were appreciating wearing the bell-bottom trousers to the old rig. He hoped recruiting in the Navy would be reflected in a larger number joining this excellent society. Capt. Williamson Jones spoke on behalf of the guests and thanked the society for asking them and said how much they and their wives had enjoyed the most excellent dinner. He wished the society well for the future and was very glad that he and his wife had had

the opportunity once again to accept their kind invitation.

Previously, the president, Stores Chief Petty Officer J. S. Spence, of H.M.S. Tyne, had told the diners that it was unfortunate that the subscription had had to be increased from 1s. to 2s. He hoped that a bigger membership would, however, prevent any further increases, and, in fact, might allow further benefits to members. He told the members with what regret the committee had had to accept Mr. Dougall's resignation as general secretary, but they were happy to have in his place Mr. C. C. Hellins.

All members of the branch are invited to become members and to attend the monthly meeting at the Royal Sailors' Home Club in Queen Street. Details can be obtained from the General Secretary by writing to C. C. Hellins, Esq., 87 Magdalen Road, North End, Portsmouth.

EXAMINATION FOR LEADING WRITER AND LEADING STORES ASSISTANT

ADMIRALTY FLEET Order 405/58 states that the examination for advancement to Leading Writer and Leading Stores Assistant is being brought into line with that for Petty Officer Writer and Stores Petty Officer. Only two examinations each year, in March and September, will be held instead of three.

This change should have no detrimental effect on the position of individual ratings on the advancement rosters.

Have YOU a personal problem . . ? ASK JOHN ENGLISH

John English will be pleased to answer your queries. A stamped addressed envelope will be appreciated.

ADVANCEMENT TO CHIEF PETTY OFFICER

IN 1945 I sat the examination and passed for Petty Officer and this was duly confirmed in 1946, yet in 1949 I was informed that unless I passed E.T.1 in 1950 on joining up. Now I find that Petty Officers junior to me have been rated up to Chief Petty Officer. Does this mean I have lost five years seniority?

The possession of E.T.1 has always been a pre-requisite to sitting the professional examination for Petty Officer and it appears, therefore, that in the absence of this qualification you were advanced to Acting Petty Officer (Temporary) in 1945 under the war time rules when there was a shortage of fully qualified candidates. Confirmation as Petty Officer (Temporary) would have followed in 1946 as stated.

After the war it became desirable to remove the temporary status from all ratings and a period was allowed for such ratings to become fully qualified for the permanent rating. As they qualified the temporary

status was removed, their seniority adjusted, and they were placed on the roster for further advancement.

On an arbitrary date in 1953, the temporary status of all remaining temporary ratings was removed and from that date they were regarded as fully qualified for further advancement.

Your seniority date for advancement to Chief Petty Officer was this date in 1953, and it seems probable, therefore, that your contemporaries who were made Petty Officer (Temporary) after you, were advanced to Chief Petty Officer by reason of having passed E.T.1, and become fully qualified for advancement before the date in 1953 when all temporary status was removed.

If you are still in doubt I suggest that you make an official request to your Commanding Officer.

ACCOUNTS IN CREDIT

I HAVE had an allotment account with a firm for the past eight years and have recently decided to close the account. I asked the firm to reimburse me by cheque with the balance of my account which amounts to about £5. After three weeks I had a letter back asking me what goods the firm could supply to the value of the credit. I wrote again pointing out that I did not wish to purchase any more goods and again requested them to send a cheque. No reply has since been received—I feel I must take the matter further.

You are entirely within your rights in asking for the return of your credit balance. The firm cannot force you to take goods instead of cash.


I advise you to write to the firm asking for a statement of account and the return of the balance which you believe to be about £5. If no satisfaction is received within a reasonable period you should write again, stating that unless you have the account and remittance in settlement you intend to put the matter into the hands of a solicitor.

(The Secretary of the Inter-Port Naval Traders' Association informs me the rules of the Association state that credit balances of clients wishing to close their accounts are to be refunded in cash.)

RESETTLEMENT

ADMIRALTY FLEET Order 281/58 states that 11 Resettlement Committees are being set up by the Ministry of Labour to cover the whole of England, Scotland and Wales. These committees will approach industry and commerce in their areas with a view to stimulating interest in recruiting ex-Regular personnel. They will arrange for selection boards for courses of business training and will give expert advice on individual resettlement problems.

Enquiries to the Resettlement Committees should be made through one of the employment exchanges holding the professional and executive register or technical and scientific register, or through one of the voluntary associations.



REMEMBER ME ?

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A considerable number of men have suggested that they would consider insurance when they received their increase of pay.

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HONG KONG — 'The Pearl of the East'

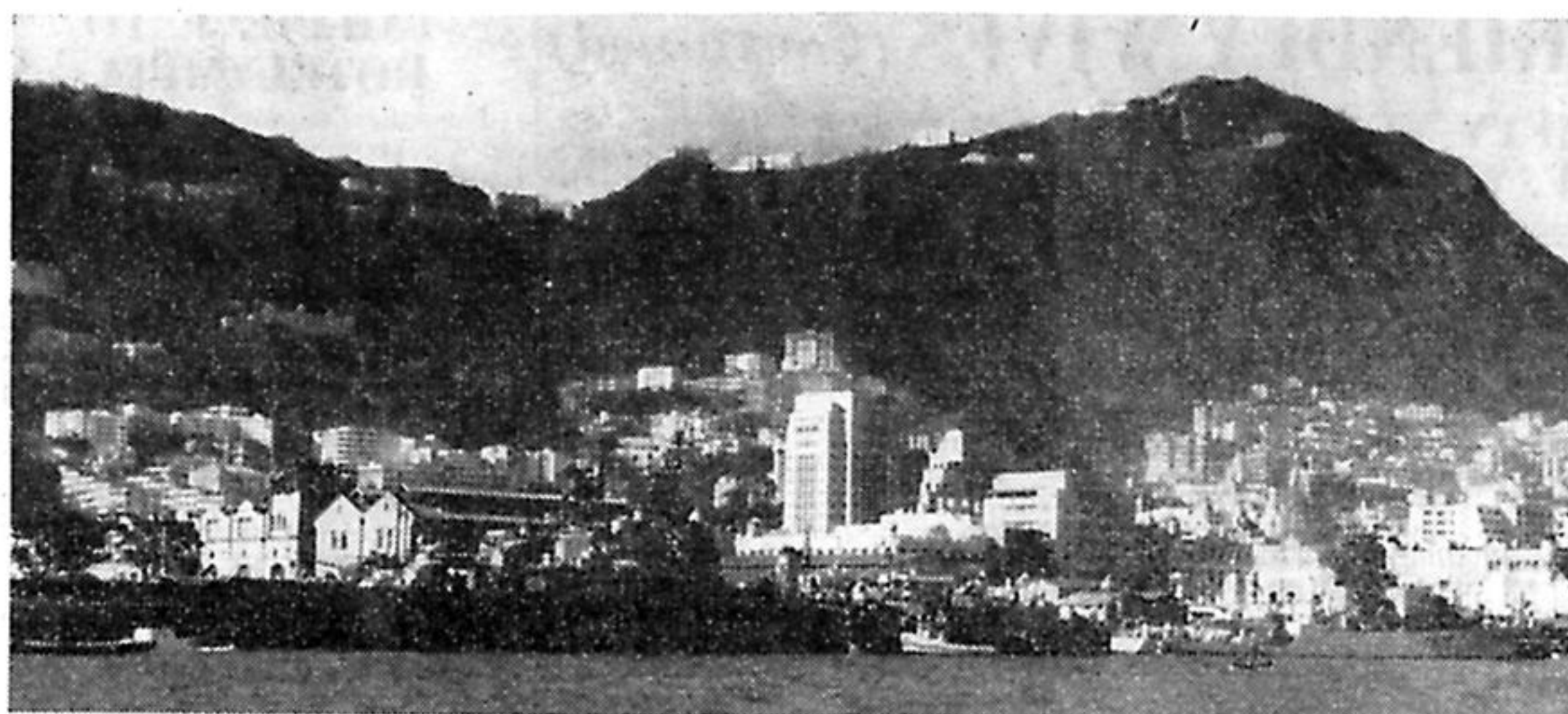
WE HAVE all heard with the deepest regret of the impending closure of Hong Kong Dockyard, and very sad it is. There must be very many Chinese who have served the Navy long and faithfully who will now have to find other jobs. Nevertheless, it is good to think that we shall still retain a small maintenance base there, and that our ships will continue to go on using this "Pearl of the East" both as a base and for recreation.

I shall always remember my first arrival in Hong Kong on a sunny afternoon in July, with a clear sky and wind just enough to make the water dance. I was working on the fo'c'sle as we passed through Lye-mun Pass and was considerably shaken when numbers of junks passing ahead of us seemed determined to impale themselves on our bow. However, they all passed just ahead, and it was not until

afterwards that I learnt that what they were really doing was trying to lose their devils behind them and having them cut off by our stem. I think the captain on the bridge, who had also not been in these waters before, must have had "many kittens."

Fantastic Sight

We steamed on through the harbour, and it really is the most fantastic sight: hills, particularly on the island side, sloping down into very heavily congested areas; then blue water and the harbour full of ships, junks and sampans all scurrying thither on their lawful occasions. I noticed with interest that in the sampans one always seemed to see one or two young men lolling in the stern and a couple of girls rowing like anything, and one wondered whether perhaps the Orien-



A view of Hong Kong familiar to many

tals did not have something to teach us about the way of life!

So we steamed on past Kai-tak to starboard and then to port Wanchai, which I was to know so well, the China Fleet Club—the best seamen's club in the world—with, on the top, its large advertisement for San Miguel beer, and so to our berth inside the basin in the Dockyard. Almost the first people on board were a large number of Chinese girls, who rushed to the bridge and all demanded to be taken on as the sampan girl. The First Lieutenant must have had difficulty in choosing the right one, but once he had done so the others went away quite happily, and I must say our sampan girls were absolutely magnificent and, looking ahead a bit, when finally we left them they must have spent a large part of their parting presents on Chinese crackers, with which they said good-bye to us.

And so, after securing, ashore for our first sight of the real Orient and to see what Hong Kong had to offer. The streets of Hong Kong are a fascinating sight: large cars mostly full of rich Chinese; trams filled to bursting almost entirely with Chinese; streets full of people walking along, young Chinese girls in Eastern clothes, some in the very smart chamsang with that exciting slit up to and at times above the knee and some in tight tunics and trousers—all wonderfully slim by Western standards. And then, threading their way through the cars, the rickshaws pulled along by the Chinese boys with that peculiar and rapid slope which once seen one never forgets. And the coolies in the streets, the women, mostly with a baby on their backs, and even young girls of 11 or even nine carrying their baby sisters on their backs.

Beautiful Harbour

And so, for the first time, up in the Peak tram, an exciting vertical experience, and, from the top, a look over Hong Kong Harbour where, as by now it was dark, all the lights were on. Truly must it be said that Hong Kong is the most beautiful harbour in the world. I have never seen Rio or San Francisco but I have seen Sydney, and I cannot imagine that any of these can compare with Hong Kong. And so, down in the Peak tram to the China Fleet Club to a really good meal of eggs, steak and chips, washed down by pints of San Mig beer, and then, perhaps, out to the streets of Wanchai to see what there is. Nobody in Hong Kong ever seems to go to bed and the streets are still filled with a surging mass of people, nearly all Chinese—the old and the very young—and by the side of the streets, always to be seen, some of the Chinese eating their meal out of a bowl which perhaps they have heated on a brazier nearby, and it is fascinating to see the way in which they can pour the rice down with the chop sticks. Later, by dint of practice, I myself got quite good with chop sticks and did not disgrace myself when in Chinese company, but even though some of their food is delicious, I never really got to like the expensive dishes such as shark's fin and bird's nest soup, and some of it is a bit oily for English tastes.

The dance halls in Hong Kong are many, and the girls with whom one dances are very well behaved and really very attractive, and, by an unexpected but wise decision of the Hong Kong Government, alcohol is not normally allowed to be served in dance halls and so, for the most part, we used to drink Chinese tea, at first sight a very poor looking dish with no milk and no sugar—not like the good old ship "char" to which we were accustomed on board—but, after a bit, remarkably refreshing. And so, about 11 o'clock, back on board to sleep the sleep of the just, and our first day in Hong Kong was over.

Happy Days

I had many happy stays at Hong Kong after that and, would time permit, I should like to write about some of the incidents for which I have such nostalgia—the races in Happy Valley, with Chinese coolies dressed in the poorest clothes bringing out wads of 500 dollar notes from their pockets; a Chinese funeral walking in procession through the streets preceded, if the deceased were wealthy, by a large band playing. I must admit, the most discordant noises: poor Chinese washing themselves in the streams which flow down the hills; bathing at Stone Cutter's Island and perhaps occasion-

ally picnicking in some of the bays outside—surely some of the best bathing in the world.

Yes, many happy times have I had in Hong Kong, and from it I carry away the memory of an island most efficiently and sympathetically governed by a great Governor, of thriving trade and of a workpeople who seem at their happiest when they are working 20 hours a day, of a race of beautiful manners and natural grace who, even in the poorest circumstances, always seem able to smile. Hong Kong is an enchanting memory to all those in H.M. Ships who have visited it.

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Destroyer Squadron Visits London

THE SIXTH Destroyer Squadron of the Home Fleet arrived in the Thames

for a four-day informal visit on Thursday, February 20. The ships of the squadron — H.M.S. Cavendish (Capt. P. U. Bayly, D.S.C.**), R.N., Captain (D) 6th D.F.), H.M.S. Contest (Cdr. J. C. Y. Roxburgh, D.S.O., D.S.C.*), R.N., and H.M.S. Carysfort (Cdr. R. J. Trowbridge, R.N.)—berthed at Battle Bridge Tier and St. George's Stairs.

Last autumn, the squadron was engaged in an intensive series of exercises in the Western Approaches and later in the North Sea, operating from Rosyth.

The three destroyers are being recommissioned for another 18-month General Service cycle, sailing for the Mediterranean in mid-March.

CASUALTIES IN H.M.S. ALAMEIN

THE Admiralty regret to announce the following casualties in an accident on board H.M.S. Alamein (Commander C. R. Barrett, R.N.) while she was carrying out routine patrols off Cyprus on February 26.

Two ratings are missing, presumed drowned, and a third has died on board the Alamein as a result of being thrown into the water when the falls of the ship's motor cutter parted.

Next-of-kin of the three ratings have been informed.



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NEPTUNE'S SCRAPBOOK



The First Lord of the Admiralty, the Rt. Hon. the Earl of Selkirk, O.B.E., A.F.C., will be visiting the Home Fleet between March 6 and March 15 in order to witness exercise Maple Royal on passage between Bermuda and Halifax, which will be carried out by ships of the Royal Canadian Navy and the Home Fleet. Lord Selkirk will be accompanied by the Naval Secretary, Rear-Admiral R. A. Ewing, D.S.C., and Principal Private Secretary, Mr. P. B. C. Moore.

Admiral Sir John A. S. Eccles, G.C.B., K.C.V.O., C.B.E., has been placed on the Retired List to date February 28, 1958.

Acting Vice-Admiral D. E. Holland-Martin, C.B., D.S.O., D.S.C. and Bar, has been promoted to Vice-Admiral to date February 14, 1958.

Vice-Admiral Sir E. M. Conolly, Abel Smith, G.C.V.O., C.B., has been placed on the Retired List to date February 14, 1958.

Rear-Admiral J. B. Newsom, C.B., has been placed on the Retired List to date February 8, 1958.

The challenger for the America's Cup will be launched on the Clyde on April 2 by Lady Gore, wife of Sir Ralph Gore, Commodore of the Royal Yacht Squadron. A syndicate of the members of the Squadron has financed the building of the challenger, which will be named *Septre*. Trials will be held on the Clyde early in April, and after trials she will be sent to the South Coast, where she will begin racing and tuning-up.

The United States nuclear-powered submarine Skate, 3,180 tons, sailed for Britain on what the Navy called a "shakedown cruise." She will visit several other European ports before returning to the United States. The Skate is capable of travelling 61,000 miles without refuelling. Her captain is Commander James F. Calvert.

The Dutch submarine Stoerem, 545 tons, failed to respond to signals asking her to surface, and "Submiss" was instituted. British, Dutch and Danish ships, who were taking part in a N.A.T.O. Anti-Submarine Exercise, searched the English Channel off Portland. The submarine surfaced during the course of the afternoon, and her captain stated that he was sur-

prised that his ship had been reported missing.

The Pakistan Navy Ship Jahangir (ex-H.M.S. Crispin), which has been undergoing modernization at Southampton before transfer to the Pakistan Navy, has arrived at Portsmouth. Another destroyer, the *Alangir* (ex-H.M.S. Creole) is still at Southampton.

Early in January H.M. Boom Defence Vessels *Baronio*, *Barfoam* and H.M. Tugs *Elf* and *Enigma* went to the assistance of a merchant ship, S.S. *Flying Endeavour*, of the Isbrandtsen Line, New York. The *Flying Endeavour* was grounded on Nipa Island off Singapore. A Thai ship, S.S. *Thepamet*, also went aground during rescue attempts. H.M. Tugs *Elf* and *Weasel*, under the command of Lieutenant P. McCarthy, R.N., and directed by Commander R. G. Jenkins, O.B.E., D.S.C., R.N., Fleet Salvage Officer, succeeded in easing *Thepamet* off the reef, and three days later the *Flying Endeavour* was refloated.

Whilst carrying out a good will cruise to Thailand, Vietnam and Cambodia, the despatch vessel *Alert*, wearing the flag of Admiral Sir Gerald Gladstone, K.C.B., Commander-in-Chief, Far East Station, visited Phnom Penh, the capital of Cambodia. H.M.S. *Alert* is the largest ship of the Royal Navy to have visited Phnom Penh, which is situated 20 miles from the sea on the Mekong River. During the four-day stay, a party of eight officers and 40 ratings were flown to Angkor by the Royal Khmer Air Force to look round the temples and lost city in the jungle. The city was rediscovered in 1860 by the French and is still being excavated.

The first of 60 Mark 100 Sea Hawks ordered by the German Navy was handed over to Lieutenant-Commander Franz, of the German Naval Air Arm, at R.N. Air Station, Lissiemouth, on February 12, 1958.

Navy Days will be held as follows this year:

Devonport.—May 24, 25 and 26; and August 2, 3 and 4.

Portsmouth.—April 5, 6 and 7; and August 2, 3 and 4.

Chatham.—August 2, 3 and 4.

Portland.—August 2, 3 and 4.

Rosyth.—September 13 and 14.

WHAT SHALL WE HAVE FOR DINNER TODAY?

Choice of:

Roast Veal
Lamb Chops
Grilled Steak
Beef Steak Pie
Pork Pies
Curry & Rice
Cold Roast Beef

Choice of:

Potatoes (boiled, chipped or mashed)
Butter beans, cabbage or carrots

Choice of:

Stewed Rhubarb
Trifle
Dundee Pudding
Custard Sauce

servers; yet one wonders how few people have actually given a thought to the change which has gradually been taking place. The post-war years have witnessed many a modernised galley; old solid fuel equipment that did yeoman service during and before the war has now been replaced by electric or gas; grills and deep frying units have been introduced, multiple vegetable preparation machines and other impedimenta of modern catering machinery. Of course, the galleys differ only in size from the kitchen of the modern home; the mincing machines, though massive, are clearly related to the homely kitchen gadget: dough for pies and puddings is just as mother makes it, with the exception that the rolling pin is replaced



Self-service from the modern galley

IT IS a long way from salt pork and weevily biscuits, portioned out on wooden tables and tin plates, to a shining aluminium counter, serving roast and two vegetables by the hundred, with its attendant cooks and

by a "super-mangle" called a dough brake. Ovens in which thousands of pies are baked are merely inflated editions of the latest kitchen cookers, and the frying pan is replaced by giant fryers, cooking eggs by the dozen.

What are perhaps more apparent, however, are the changing systems of messing: from the old days of messing, when rough and ready meals were prepared on the mess deck by self-taught sailor cooks, a little luck and ingenuity of the ship's cook, to the modern self-service cafeteria and trained cooks. The feeding habits of the nation are also in many ways reflected in the varying systems, and for many years progress in the Navy was comparatively slow. The majority of sailors, like their civilian counterparts, were conservative in their tastes and had little inclination for modern catering technique; but progress is inevitable, and slowly the pendulum has swung in the other direction.

The new entry rating of today is conditioned to one of the phenomena of the past 10 years—the growth of industrial catering and cafeterias: the canteen is now an established feature in civilian life. The sailor likes an opportunity to choose his food from a variety of dishes placed before him—the quick-frozen vegetables, the packet soups, the tinned food, soft fruits, ice cream and the never ending range of pastries, light sweets, cake mixes, frothy coffee, hamburgers and doughnuts, perhaps to the accompaniment of the ever present juke box.

Modern Galley

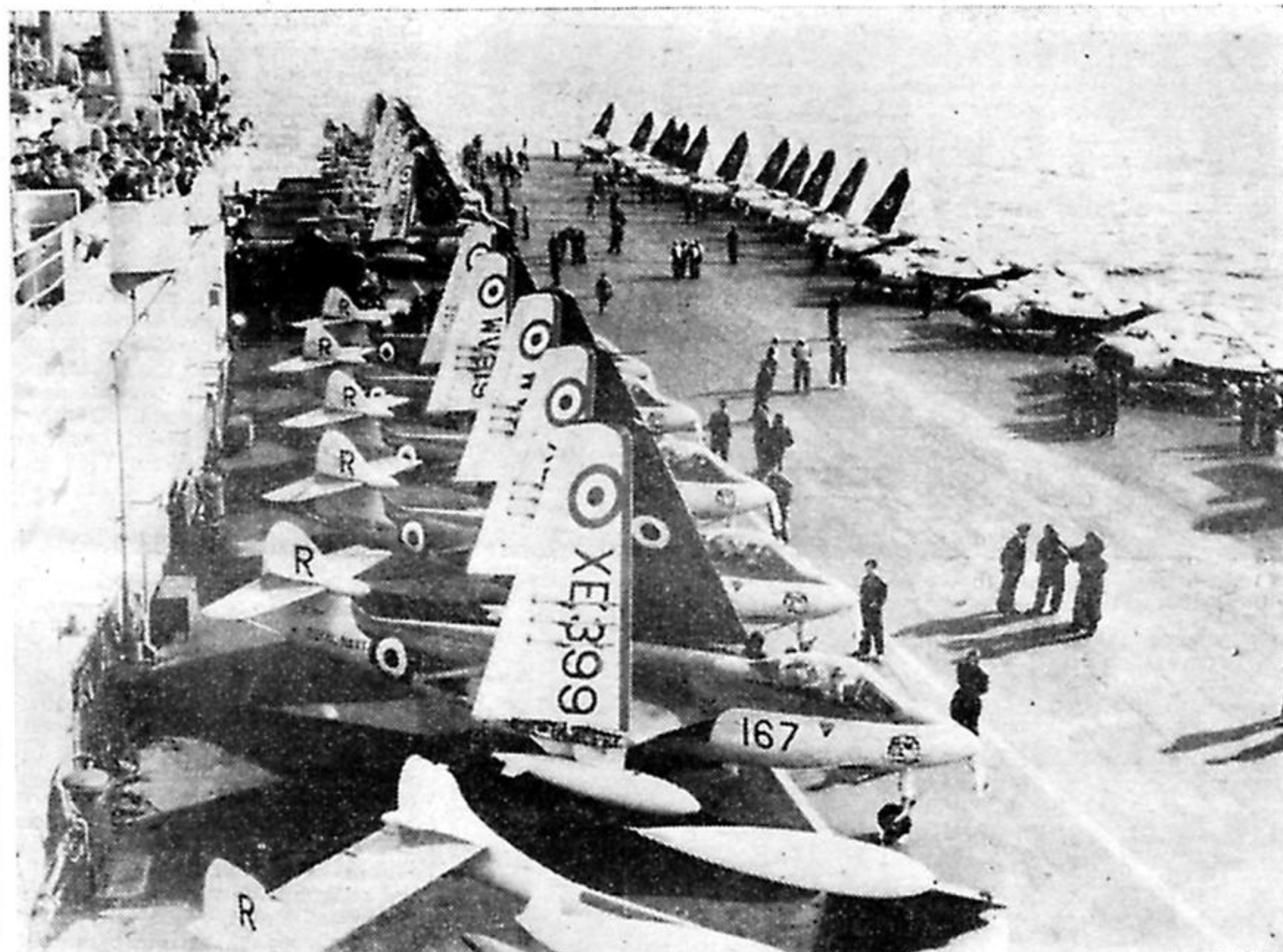
With this in mind, the Royal Naval Barracks at Chatham has recently introduced, in its largest and most modern galley, a self-service cafeteria system with as many choices of food as possible within the monetary scope. Here endeavour is made to combine the skill of the catering team with the tastes of the ship's company it serves.

It was necessary to wait for the opportune moment to begin this system. This has now come by virtue of reduced numbers in barracks which allows for all junior ratings to be messed together under the most modern conditions available.

Self-service is regarded as the latest concept of cafeteria messing, and obviously it has many advantages over the other systems. Firstly, it removes a lot of the drudgery of serving food, and permits the cook to concentrate his maximum skill and effort upon actual cooking and preparation. A choice of alternative dishes means the food can be left to be cooked until the last moment, and still allow time to garnish dishes attractively before presentation. The actual number of servers can also be reduced; and lastly, and by no means least, wastage of food can be practically eliminated. Thus, all concerned benefit and the standard should remain high.

By these means it is hoped that the dining hall will evolve from a place where a maximum number of stereotyped meals are served in the minimum time, to a place which should form an integral and satisfactory part of a sailor's welfare.

Wings over Malta



Pilots in their cockpits ready on the flight deck of Ark Royal before the fly past

ON THEIR arrival in the Mediterranean for new tours of duty, H.M. Aircraft Carriers *Ark Royal* and *Eagle* put up their fighter aircraft—*Sea Venoms* and *Sea Hawks*—for a mass fly-past over the island.

A squadron of Gannet anti-submarine aircraft from the *Eagle* also flew off to be based in Malta.

The Flag Officer Aircraft Carriers (Vice-Admiral A. N. C. Bingley, C.B., O.B.E.) was flying his flag in *Ark Royal*.

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COST OF NAVY MANPOWER

PROVISION HAS been made in Navy Estimates 1958-59 for gross expenditure of £410,650,000, i.e., £24,250,000 more than the comparable provision in the Estimates for 1957-58.

The net amount which Parliament is asked to grant is £339,400,000 which is £23,400,000 more than was voted for the current year.

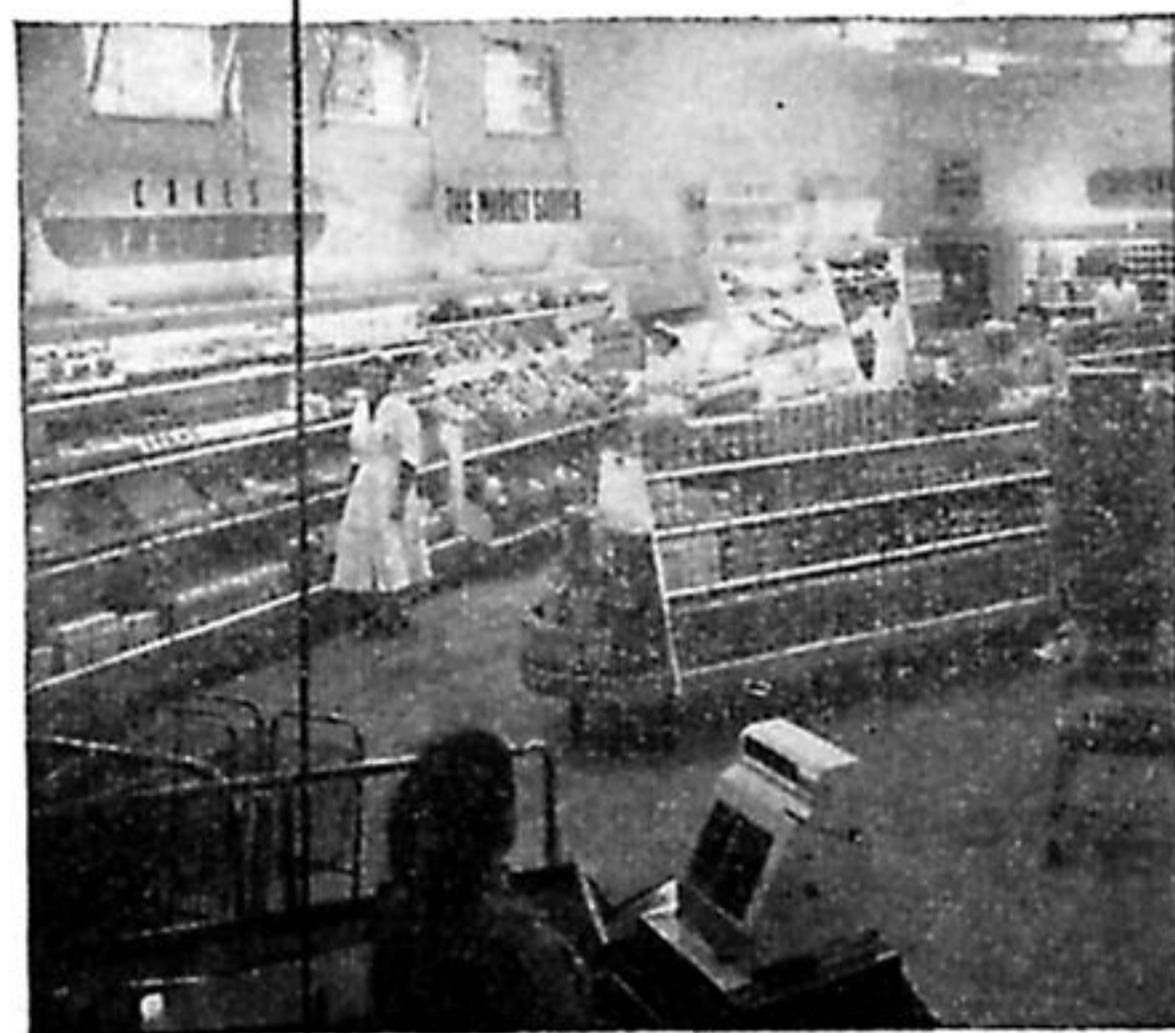
The Vote A for 1958-59 provides for a maximum strength of 112,000 in April 1958, falling by about 7,000 during the financial year. H.M. Government have authorised that recruitment should be undertaken for an eventual strength of 88,000 officers and adult ratings recruited in the United Kingdom.

Every housewife likes to shop in comfort and that is why Naafi is in the process of converting its grocery shops throughout the country to the Self Service system.

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Self Service



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POLICY

HERE IS the story—so far as our space will allow—of the 1958-59 Navy Estimates. As explained in the story, the main policy governing the cuts and reductions is that the resources placed at the disposal of the Navy are being rapidly diverted from the shore support to the fighting ships, thus ensuring that the reductions in the number of seagoing ships will be much less than the proportionate loss in manpower.

The oceans cover over 70 per cent. of the world's surface. Taking first the interests of these islands and of the Commonwealth, nothing is more important than that merchant shipping should be able to pass freely and safely across them. Our very existence, in peace and in war, depends upon this freedom. This same freedom means no less to the alliances which are helping to knit the free world together. Between the countries of these alliances is the sea. It can unite them if the countries of the free world maintain the mastery of it; but the alliances will be divided and will fall apart if that mastery is lost. It is the business of the Navy, as it always has been, to help retain it.

During the year there has been a careful study of the way in which the Navy can carry out its task in the modern world, with all the dangerous tensions springing from unreconciled philosophies, and the claims of nations in various stages of political and economic development. Situations sometimes arise with very little warning which seriously threaten world peace and which, unless promptly controlled, might lead to the devastation of total war. At the same time, science and technology are putting into the hands of the nation's weapons, the magnitude of whose powers is constantly increasing.

The Navy is adapting itself to these conditions. In doing so it is keeping before it the ideal of a single Navy that is flexible, able to satisfy, as in the past, the needs of peace and war. Such a Navy will be able to deal as effectively with the local situation, that contains the seeds of greater trouble, as, in concert with the Allied Navies, with the major operations of total war itself and with all the gradations of limited war.

Greater Mobility

The Navy is already well advanced towards realising this ideal. The intensive examination of the resources to be placed at the disposal of the Navy has been pursued ruthlessly. These resources are being rapidly diverted, as explained later, from the shore support of the Navy to the fighting ships themselves. This policy will not only give the Fleet greater mobility and immediate readiness but will ensure that, among other things, the reduction in the number of our seagoing ships will be much less than the proportionate loss in manpower over the next few years.

The carriers will continue to be the core of the new Navy. Their versatility is a reflection of the versatility of the Navy as a whole. Like all other H.M. Ships, the carrier helps by goodwill visits to foreign countries, to cement old friendships and to foster new ones. It is a potential reinforcement for any policing action which may have to be taken. In war it can provide strike forces for use against ships or in support of ground operations. It can contribute to the protection of the Fleet, of which it is the centre. With its anti-submarine aircraft it can actively hunt down and kill enemy submarines.

Grouped around the carriers will be supporting ships carrying the latest weapons for dealing not only with the air threat, but with surface and underwater attacks and capable of acting by themselves on detached service should the need arise.

Disposition of Fleet

In the East the responsibilities of the United Kingdom and Commonwealth are particularly large and scattered. They stretch from Aden to Hong Kong and from Mombasa to the South Island of New Zealand. This area also includes the countries of the South-East Asia Treaty Organisation. To contribute to the Commonwealth support of these interests it is intended to maintain continuously one carrier, with supporting ships, east of Suez. This Fleet will have the fighter and strike aircraft necessary to protect itself and to support ground operations. It will also be able to deal with any submarine threat in the event of a limited war in the area. The ability of this Fleet to give assistance, where needed, will be reinforced by the provision of a commando carrier. This carrier will

THE NAVY—ITS STR

The policy—reductions—

IT IS recognised that these measures will create disturbance and difficulties for both civilian and Naval personnel. Everything possible will be done to mitigate hardship for all who are affected, and particularly to help civilian employees discharged to find other work. The Ministry of Labour and National Service will be arranging, as necessary, to open special employment offices inside the establishments affected before discharges begin. The assistance of

be able, by means of its helicopters, to land its commandos far inland. This Fleet will be based on Singapore.

In the Atlantic and Mediterranean the interests of the United Kingdom, and of the other countries of the North Atlantic Treaty Organisation, centre largely on the control of the oceans around which they are grouped, and in view of the growing strength of the Russian submarine fleet, it is proposed that the Royal Navy's contribution to NATO should be predominantly in the anti-submarine role.

It is intended to have two aircraft carriers at sea in the NATO areas with a third in immediate reserve. The carriers will be supported by two cruisers and a number of destroyers, frigates and submarines.

Frigates will be kept in the West Indies and the South Atlantic as a contribution to the stability of the area, and we shall continue to maintain a ship in Antarctica.

THE FLEET

Aircraft Carriers

THE CARRIERS in service at present are Eagle, Ark Royal, and Bulwark. During 1958 Ark Royal and Bulwark will be replaced by Victorious and Centaur (now being modernised). To follow the general policy described above, Bulwark will be deployed east of Suez during 1958, until relieved by Albion (presently refitting) at which time Bulwark returns for conversion to the role of Commando Carrier.

When Victorious joins the Fleet in August, 1958, she will be one of the best equipped carriers in the world. She has a fully angled deck, steam catapults and the most modern landing control system. Her electronic equipment is of the most advanced design. It includes a high powered radar set which can detect aircraft targets at considerable range and show their position simultaneously in range, bearing and height. With this radar set goes a new display system which makes it possible to clarify the airborne target situation quickly and easily. This will enable her to exploit to the full the capabilities of the latest and next generations of Naval aircraft. This combination is unique

and believed to be in advance of what has been achieved in other Navies. In due course Hermes (at present under construction) and Eagle (when modernised) will be of a similar standard.

THE COMMANDO CARRIER

WHEN BULWARK returns from her tour in the Far East she will be taken in hand for conversion to a commando carrier. On completion she will be deployed east of Suez. A full strength commando will be available, which the carrier can quickly transport and land complete with equipment, wherever required.

The commando carrier's helicopters will also be able to disembark the commando's vehicles. She will have on board sufficient stores and fuel to support the commando in active operations ashore, and could embark the unit speedily when required. This will be the first ship of its kind to be commissioned in the Royal Navy. It will not only reinforce the traditionally close association of the Corps of Royal Marines with the Navy, but will give these versatile troops greater mobility and usefulness, and enable them to be fully self-supporting.

Cruisers

The three Tiger class cruisers, with their up-to-date armament, are nearing completion and the first should be finished at the end of this year.

Guided Missile Ships

The trial firings of Seaslug—a ship-to-air-weapon—in H.M.S. Girdle Ness have continued, and have achieved a marked degree of success. Seaslug may also be capable of development as a ship-to-ship weapon.

Four guided missile destroyers have been ordered, and for these it is proposed to revive the famous County Class names—London, Hampshire, Devonshire, and Kent.

Frigates

The conversion programme of destroyers to A/S frigates has been completed and 32 frigates (Types 15 and 16) are now in the Royal Navy.

THE AIRCRAFT



The Sea Vixen

IT WAS stated last year that the twin engine fighter, the Scimitar, was expected in the Fleet by the middle of 1958; the first front line squadron will form in June and will embark in Victorious in September. The Scimitar—the Navy's first swept-wing aircraft—will in due course replace the Sea Hawk. Although primarily an interceptor fighter it can also serve in a strike capacity. After the Scimitar will come the all-weather Sea Vixen fighter which is destined to be the principal weapon of the long range air defence system of the Fleet.

The Sea Vixen is to be armed with air-to-air guided missiles and rocket

batteries, and fitted with interception radar installation. This aircraft will replace the Sea Venom, over which it has a very much improved all-round performance. The guided missile Firestreak, which this aircraft will carry, gives a greatly increased destructive power.

The N.A. 39 will give the Fleet Air Arm the long range strike weapon which it has long desired. It is expected that the first of the development batch now under construction will fly this year.

Helicopters will be increasingly used to find, fix and destroy submarines, and it is planned to order more.

STRENGTH AND FUTURE —disposition—intentions

the Northern Ireland Ministry of Labour and National Insurance is also being sought.

These eventual savings total about 23,000 civilian posts at home and abroad, between 6,000 and 7,000 Naval posts ashore, and about £15,500,000 a year. They will make available more men to serve at sea; and more of our resources will be released for the paramount purpose of maintaining the strength of the sea-going Fleet.

Of the 44 frigates in current programmes of new construction, 17 have been completed (nine during the present financial year); 14 remain under construction and of these five are expected to complete during the coming financial year. The first of the general purpose frigates has now been laid down.

Submarines

During the last year three more fast battery-driven submarines of the Porpoise class with long range were launched. Three vessels of this class are expected to come into service during the coming year. They will be the first new submarines to join the Fleet operationally for 10 years (the two high test peroxide submarines, now completed, were built for experimental and training purposes).

As regards Dreadnought, the first of the Navy's nuclear submarines, much experimental work has been done in association with the Atomic Energy Authority, and the reactor for the zero energy experiment, known as "Neptune," is now in operation.

The Reserve Fleet

In recent years the policy has been to reduce the size of the Reserve Fleet, and to maintain the more im-

portant ships therein at a higher state of readiness; following the current review of defence policy this trend will be accentuated.

Afloat Support

As stated last year it is becoming more important to increase the ability of the Fleet to operate over longer periods independently of highly organised shore bases. In pursuance of this policy a Fast Fleet Replenishment Ship (Retainer) has completed conversion, and will shortly be joining the Fleet. A second ship (Resurgent) is at present undergoing conversion. A fast freighter has also been acquired for conversion.

The East Indies Command

During 1958 the East Indies Command will be abolished. The Senior Naval Officer, Persian Gulf, who is at present based at Bahrain and administers ships in the Persian Gulf on behalf of the C-in-C, East Indies, will become an independent Commander. The remainder of the responsibilities of the Commander-in-Chief, East Indies, will be divided between the Commander-in-Chief, Far East Station, and the Commander-in-Chief, South Atlantic and South America.

HOME AIR COMMAND

THE TASKS of the Home Air Command will be concentrated in larger groups at fewer bases. Six air establishments will be closed over the next three years, in addition to the air stations at Anthorn and Stretton, which are already closing. They are

R.N. Air Station Ford, Sussex; R.N. Air Station Bramcote, Warwickshire.—To be closed early in 1959. R.N. Air Station Eglinton, Co. Derry.—To be closed in first half of 1959. R.N. Air Station Brawdy, Pembroke-shire; To be closed in 1960 (but



Chief Petty Officers' Mess, R.N.A.S., Ford

the R.N. Aircraft Yard, Donibristle; the R.N. Air Stations Ford, Bramcote and Eglinton; the R.N. Air Station Brawdy (which will be kept in reserve); and the Air Electrical Training Establishment at Worthy Down.

The Aircraft Repair Yard at Donibristle, which is unsuitable for the latest types of aircraft, will be closed

to be kept in reserve). R.N. Air Electrical Training Establishment, Worthy Down, near Winchester: To be closed in 1961—its task to be transferred to R.N. Air Station, Lee-on-Solent. The air establishments to be retained are:— R.N. Air Station, Yeovilton. R.N. Air Station, Lossiemouth.

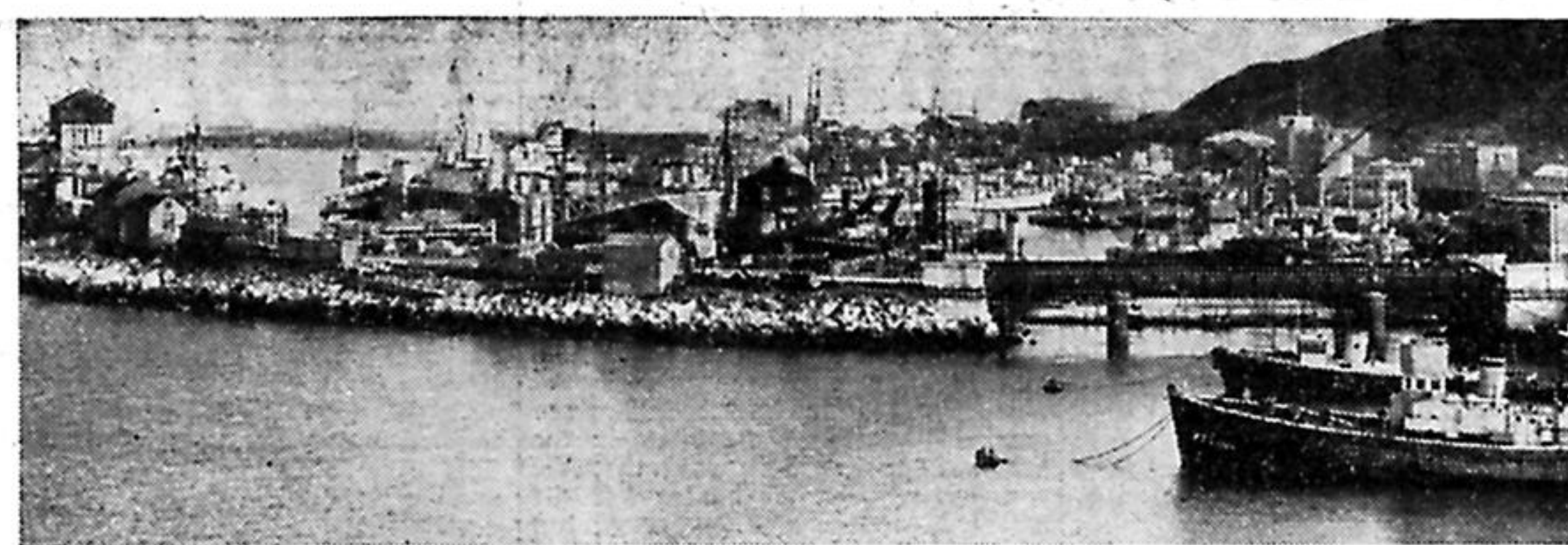


Royal Naval Air Station, Bramcote

by the end of 1959. It employs about 1,400 industrial and non-industrial staff. As many established men as possible will be absorbed into Rosyth dockyard. Some 900 unestablished employees will be similarly affected at the other five air establishments, from which established men will be offered transfer elsewhere. Planned dates of closure are as follows:—

R.N. Air Station, Culdrose. R.N. Air Station, Abbotsinch. R.N. Air Station, Arbroath. R.N. Air Station, Lee-on-Solent. R.N. Aircraft Yard, Belfast. R.N. Aircraft Yard, Fleetlands.

A small part of the Home Air Command task will be accommodated at R.N. Air Station Hal Far (Malta).



H.M. Dockyard, Portland. A view of the coaling wharf familiar to so many thousands of sailors

ROYAL DOCKYARDS AND NAVAL SHORE SUPPORT

DURING THE past year there has been a thorough review of the future needs of the Navy ashore, in order to ensure that the resources of men and money available will be used to the best advantage of the smaller Fleet.

In particular, a most careful examination has been made of the future of the Royal Dockyards and Naval air establishments, and of the structure of the home commands. It has been decided that the Nore Command should be abolished; and that H.M. Dockyards at Sheerness and Portland, and the R.N. Aircraft Yard, Donibristle, and five other air establishments, should be closed.

The closure of Hong Kong dockyard by the end of November, 1959, was announced earlier. Singapore and Gibraltar dockyards will be retained. At Malta the level of Naval activity is likely to decline, and certain British firms are examining the feasibility of taking over the dockyard for commercial use. In the light of the outcome of this examination, the future of the dockyard will be decided after consultation with the Maltese Government.

THE STRENGTH OF THE FLEET

DURING THE coming year the ships of the Fleet will be deployed as follows:—

Ships in the Operational Fleet, or preparing for service with it

- 4 AIRCRAFT CARRIERS—Eagle, Victorious, Centaur, Albion.
- 6 CRUISERS—Newfoundland, Ceylon, Birmingham, Sheffield, Bermuda, Gambia.
- 24 DESTROYERS—4 Daring Class, 13 Battle Class, 1 Weapon Class, 6 C Class.
- 30 FRIGATES—2 Anti-aircraft, 3 Aircraft Direction, 12 Anti-Submarine, 2 Black Swan Class, 5 Bay Class, 6 Loch Class.
- 2 DESPATCH VESSELS.
- 1 FAST MINELAYER—Apollo.
- 1 NETLAYER—Protector.
- 39 SUBMARINES—(includes 1 X-craft).

Ships engaged on Trials and Training

- 1 GUIDED MISSILE TRIALS SHIP—Girdle Ness.
- 1 CRUISER—Cumberland.
- 2 DESTROYERS—Vigo, Carron.
- 21 FRIGATES—17 Anti-Submarine, 2 Black Swan Class, 1 Fleetwood Class, 1 Hunt Class.
- 24 MINESWEEPERS—2 Oceans, 13 Coastal, 8 Inshore, 1 Minesweeping Motor Launch.

Ships in all classes of Reserve or undergoing extended refit, modernisation, conversion, etc., during the course of the year

- 5 AIRCRAFT CARRIERS—Ark Royal, Bulwark, Triumph, Magnificent, Warrior.
- 8 CRUISERS—Swiftsure, Belfast, Superb, Kenya, Newcastle, Mauritius, Euryalus, Jamaica.
- 1 BATTLESHIP—Vanguard.
- 30 DESTROYERS—4 Daring Class, 3 Weapon Class, 8 Battle Class, 14 C Class, 1 O Class.
- 54 FRIGATES—21 Anti-Submarine, 3 Black Swan Class, 3 Bay Class, 10 Loch Class, 1 River Class, 8 Castle Class, 8 Hunt Class.
- 2 FAST MINELAYERS—Ariadne, Manxman.
- 18 SUBMARINES—(includes 3 X-craft).
- 156 MINESWEEPERS—36 Ocean, 61 Coastal, 57 Inshore.

PORTLAND DOCKYARD AND UNDERWATER RESEARCH AND DEVELOPMENT CONCENTRATION

PORTLAND DOCKYARD will be run-down by July, 1959. A Naval base will be retained there in support of the local establishments and H.M. Ships using the harbour.

In addition, as has already been announced, research and development establishments dealing with underwater weapons are to be concentrated there. This is essential in order to provide for the day-to-day working association of scientists in this important field, and to promote the closest possible integration of the techniques of detection and control in underwater weapons. The final stage of the concentration has been considered with particular care; but it has been decided that there is no alternative to the transfer to Portland of the Torpedo Experimental Establishment, Greenock, if the most efficient scientific and technical co-ordination is to be achieved. The plans for the concentration are summarised below. The major part of it will be carried out during the first quarter of 1959; the Torpedo Experimental Establishment will not leave Greenock until 1959.

Underwater Detection Establishment, Portland.—To remain.

Admiralty Gunnery Establishment, Portland.—To be transferred to Portsmouth, near Portsmouth, beginning early in 1959.

Torpedo Experimental Establishment, Greenock.—To be transferred to Portland towards the end of 1959.

R.N. Torpedo Depot, Weymouth.—To be closed towards the end of 1959 as a torpedo depot; to coincide with the transfer of the Torpedo Experimental Establishment, for which the depot's facilities and most of its staff will be available.

Underwater Countermeasures and Weapons Establishment, Havant.—To be transferred to Portland, beginning early in 1959.

Underwater Launching Establishment, West Howe, Bournemouth.—To be transferred to Portland by mid-1959.

The final effects of this re-organisation on civilian employment at Portland cannot be precisely assessed. The dockyard employs some 1,600 industrial and non-industrial staff. Most established men will continue in employment in the area; but some 200-300 men, including apprentices, will be offered transfer to Admiralty work elsewhere, and about 700 unestablished employees will be gradually reduced by normal wastage and discharge.

At the Torpedo Experimental Establishment, Greenock, where about 750 staff are employed all established staff will be invited to transfer to other establishments where suitable vacancies exist, including the R.N. Torpedo Factory, Alexandria.

(See also page 10, column 5)

Quality counts

'There is hardly anything in the world that some man cannot make a little worse and sell a little cheaper, and the people who consider price alone are this man's lawful prey' . . . JOHN RUSKIN

And it is true today, perhaps even more true. Bernards believe that their customers want to buy clothes that are going to look well right from the start and that will retain their smart and serviceable appearance throughout their reasonable lifetime. This means that cloth, linings, interlinings and canvases must all be of good quality, that the Cutting and Tailoring must be first class and the styling up to the minute. Bernards aim is to attain perfection in craftsmanship at all times and by diligent attention to all these points believe that they are successful.

Bernards will be delighted to Tailor your Spring clothing requirements and offer a wide choice of patterns and a prompt delivery of orders. There is also a comprehensive selection of Ready to Wear clothes at Bernards branches for the customer requiring an 'off the peg' fitting. Where it is not desired to pay Cash the cost of orders may be charged to a Credit Account for settlement by Admiralty Allotment or Banker's Order and full details of this facility and of the comprehensive Bernards service will gladly be supplied on request.

Remember—You Really Do Buy Better at Bernards

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SUBMARINE COMMAND

Flag Officer Submarines

FLAG OFFICER Submarines leaves the United Kingdom for a short visit to the United States of America at the end of February. He will visit New London and Key West. As Commander Submarine Force, Eastern Atlantic, Admiral Bertram Taylor will have routine discussions with Commander Submarine Force, Atlantic.

H.M.S. Porpoise, the first of a new class of submarines, has completed successfully her contractor's sea trials. It is expected that she will commission for service in the Royal Navy in April.

H.M.S. Toten (Lieut.-Cdr. C. B. Mills) arrived at Fort Blockhouse on Friday the 21st on completion of a commission in the Mediterranean.

By Easter two major changes will have occurred in the Second Submarine Squadron: Capt. J. S. Stevens, D.S.O., D.S.C., relieves Capt. S. A. Porter, D.S.C., as Captain Submarines; H.M.S. Tyne relieves H.M.S. Maidstone as Depot Ship. H.M.S. Maidstone will be taken in hand for a major refit in Portsmouth Dockyard.

A most unfortunate error appeared in last month's report on the safety of submarines. It should have read, of course, "the odds ON surfacing," and not against, as written. Your correspondent faced with such enormous odds forgot his years of hard training in the hands of Messrs. Ladbroke and his fraternity!

Submarine Old Comrades Association

LITTLE HAS appeared in these columns recently concerning S.O.C.A. activities, but that does not mean that they have been idle. In fact news has come to hand that a programme has been carried out for the formation of new branches. Already

flourishing new branches are in existence at Brighton, Chelmsford, Bristol and Leicester. Other areas are now in prospect and it is hoped that meetings will be held in the north-west of England and Scotland in the near future. It is encouraging to note that in most cases the majority of those forming the new branches are those who were in the boats in the last war. It has been said that the younger submariners having left the Royal Navy are not interested, but experience has shown that they are definitely out to maintain those standards of friendship that only submariners understand. They do wish to gather together in their own areas and in doing so they are able to relive the old days.

FIRST BADGE FOR SUBMARINE RATINGS

FOR THE first time, ratings of the Royal Navy serving in submarines have their own branch badge. Admiralty approval has now been given to the introduction of a distinguishing sleeve badge—appropriately, the silhouette of a submarine—to be worn by qualified men on their left cuff.

Only submarine ratings dressed as seamen have, in the past, been recognisable from ratings on General Service. Revealing their link with their branch have been their cap tallies—inscribed "H.M. Submarines" in peacetime.

To qualify for the new badge, ratings must be successful in an examination taken between four and six months after joining their first submarine. Those who entered the branch before the institution of the examination can be given permission to wear it at the discretion of their Commanding Officers.

Submariners who have returned to General Service may also apply to wear the badge, available in gold, red and embroidered blue.

VISITING LONDON—

On duty or on leave

MOST PEOPLE probably connect S.S.A.F.A. with the work that is done by voluntary helpers to advise Service men and their families in times of difficulty. Such help is given all over this country and in every port and garrison town where British units are stationed. Over 100,000 problems are handled each year, many of them on

redecorated with the help of a grant from the 70th birthday appeal fund organised by S.S.A.F.A.—an appeal that received a splendid response from the three services overseas, who realise fully what S.S.A.F.A. does for them.

The club is open to chief and petty officers and other ranks, both Service and ex-Service, and can be used to



One of the lounges at the S.S.A.F.A. Club

behalf of unit and regimental funds, of which, of course, the R.N.B.T. takes pride of place in Naval circles.

Not perhaps so well known, but nevertheless a very busy section of S.S.A.F.A.'s activities is the management of a private club in London where serving and ex-serving men and women, with or without their families, can stay at reasonable cost; their

great advantage when on duty in London, when travelling through on draft or when on leave. Families are specially welcomed and the charges for children are kept as low as possible for that reason, but there is plenty of room for single men and women.

For the last couple of years the club has been under contract to the War



One of the dormitories at the S.S.A.F.A. Club. There are single and double rooms available as well

families, too, can stay there without the husband or father being with them. Over 15,000 men, women and children stay there each year and find clean, comfortable rooms and a very friendly atmosphere.

An advertisement on page 4 of this issue of NAVY NEWS gives all the essential details of the amenities available and of the charges, but it cannot explain the advantages of staying at a friendly club conveniently placed near Earl's Court station and staffed by people who understand the problems that arise with Service families who have to travel unexpectedly and to new places. The club is equipped with sitting rooms, children's playroom, television, and has snack bar and laundry facilities. During the past three years the whole building has been refurbished and

Office to keep one-third of its rooms available for Service families trooping by air, but as Service quarters have now become available at Hendon Airport, this contract has lapsed. As a result, the club has now more room available for the personal use of Service men and women, and looks forward to keeping them full.

There must be many men and women of all three services who are looking for such a club and NAVY NEWS has no hesitation in recommending them to book in at 14 Nevill Square when next they visit London. Linked as it is with S.S.A.F.A. headquarters and in touch with all three Service ministries, it is particularly useful in cases where illness and emergency make a stay in London essential and where advice and information are needed.

ARCTIC CONDITIONS at ARBROATH

DURING THE week-end of February 8-9 arctic conditions prevailed in the area. Heavy snow started falling early on Saturday morning and, driven by a high wind developed into a blizzard. All roads into Arbroath were blocked, but the M.T. Department kept the main roads in H.M.S. Condor open by using the snow plough. 10 Term Apprentices, after assisting in the search for, and rescue of a missing hiker earlier in the week, were completely cut off in the camp at Glen Esk (Condor Outward Bound Training). They were due to be relieved by 8 Term on the Sunday, and by rationing themselves to two meals a day, lasted out until the relief lorry got through on Tuesday. The addition of venison and scones to their diet counteracted the additional chore of digging themselves out from the encampment for some considerable distance. 10 Term will not forget Glen Esk.

Condor Wives Get Together

The first get-together of the spring term was held on Thursday, February 6, when 25 wives assembled in the N.A.A.F.I. canteen.

Dances

The ship's company have held two more successful dances during the period under review. It has been provisionally decided to keep up the good work in the summer term, but instead of dancing, bus tours will be organised to visit beauty spots and places of interest in the vicinity.

Clubs

The members of the Condor Motor Cycle Club have, in addition to their normal programme of "tinkering," if that is the correct word, with their high-powered machines, witnessed some special films dealing with motorcycle racing and technical points.

NAVY ESTIMATES

First Lord on Living Accommodation

THE PROGRAMME to improve and replace sub-standard accommodation for officers and men of the Fleet, and to provide married quarters, continues at much the same level as in 1957-58. We have work in hand on barracks, and other single living accommodation, worth about £6.6m., and we will be spending about £900,000 in 1958-59. The value of new works of this sort to be started in 1958-59 is about £1.6m.

It is expected that about 1,000 married quarters (Votes 10 and 15) will be completed during 1958-59. The number of furnished hirings for officers and men has been increased by nearly 1,000 during the current financial year making a total of some 4,500 and it is hoped to increase the number by about another 750 during 1958-59.

Recruiting

APART FROM artificer apprentices recruiting for the technical branches has been fairly satisfactory. There is a particular need for more Royal Marines and for Juniors under 16 in the seaman and communications groups. The entry of such juniors in the technical branches continues to be satisfactory.

To provide the manpower required for the reduced Navy that is planned, an average annual entry of just under 8,000 Regular recruits will be needed during the next five years.

National Service

THE NUMBER of National Service entrants in the current financial year is expected to be about 1,900. For 1958-59 the number will be approximately 1,100. An all-volunteer Navy will eventually reduce the size of training establishments.

Women's Royal Naval Service

ADMIRALTY POLICY is to increase the numbers of W.R.N.S. entered to bring them up to their authorised complement of 3,000 ratings. This will require an annual rate of recruitment of about 1,000.

The Naval Reserves

AS ALREADY announced in Parliament the Naval volunteer reserves are being reorganised by bringing the Royal Naval Reserve and the Royal Naval Volunteer Reserve together into one unified reserve to be entitled "The Royal Naval Reserve." The reorganisation will ensure that training facilities are used in the most economical manner.

The fine traditions of the R.N.V.R., which has given invaluable service for more than 50 years, will be continued in the new Reserve, which will need a steady flow of volunteers of the same calibre and spirit as before. For 1958-59 the strength of the new Reserve is expected to be some 4,300 officers and 9,300 ratings, excluding some 1,800 temporary officers fulfilling their part-time National Service obligations.

In parallel with these changes the Women's Royal Naval Volunteer Reserve will be reorganised on similar lines, and will be given the new title of "Women's Royal Naval Reserve."

The other Naval Reserves will continue unchanged. The Royal Fleet Reserve will continue to be maintained at a strength of about 5,000, including Royal Marine other ranks.

The Royal Marine Forces Volunteer Reserve will continue in its present form and it is expected that it will number about 125 officers and 1,450 other ranks during the year, excluding 145 Temporary officers fulfilling their part-time National Service obligations.

Resettlement

DURING THE next five years, and especially in 1958 and 1959, when the number of officers retiring from the Navy and Royal Marines will be substantially increased, more officers than usual will also be leaving the other Services. To deal with the problem, the Ministry of Labour, the Service departments and the independent organisations which serve ex-Regulars, have combined in a Regular Forces Resettlement Service, which has enlisted the co-operation of industry both nationally and on a regional basis.



PORTSMOUTH PLYMOUTH CHATHAM

IN THESE HOME PORTS—and in the towns and villages of England and Wales—Lloyds Bank maintains a network of over 1750 branches. Naval personnel who wish to open a banking account will be welcomed at any of these branches, where they will be advised as to the type of account they need and given full information regarding the many services the Bank can render to those both afloat and ashore. Those serving in the Portsmouth Command should apply to the main branch:

LLOYDS BANK

115 Commercial Road, Portsmouth



ACTIVITIES IN H.M.S. VERNON

"Submit"—A False Alarm

LOOKING BACK on a successful Long T.A.S. Course Mine Sweeping exercise—MELT V—during which more than half the signal traffic was concerned with food supplies, it can be concluded that either the Navy does steam on its stomach or the course "digested" much more than usual this year. Perhaps appetites were sharpened by the pleasant weather conditions, although one member of the course claimed that Dr. Fuchs had nothing on them! The claimant was all of five miles south of the Isle of Wight.

The Captain of Vernon, onboard H.M.S. Yarnon, witnessed a day of the exercise in which six coastals and one support L.C.T. took part. Mines were reported to be "cut by the dozen" at the appropriate moment.

There is no truth in the rumour that one commanding officer passed the day fuming in his cabin, having unsuccessfully tried to gain access to his overcrowded bridge. Much energy was expended during the week, but sufficient was retained apparently to race for the 4.20 on Friday afternoon.

Within the Vernon, on this same Friday afternoon, a submit alert prompted the despatch of a deepwater diving team to the duty tug which sailed for Portland. Anticipating a strenuous operation it was decided that stomachs should be filled without delay. However, no sooner had the emergency provisions been broached, when a cancelling signal was received. A magnificent pot-mess was enjoyed on the way back, everyone happy that the emergency was over and incidentally, long week-ends saved. Unfortunately the wrath of the victualling officer had been inevitably incurred.

We are to be visited on March 28 by Rear Admiral Chakraverti, C-in-C.

CHRISTIAN FORUM AT R.N.A.S. CULDROSE

ALL FIRST line squadrons have now vacated Culdrose and gone south for the winter leaving the resident squadrons to deal with an unexpected hazard here in Lizard Peninsula, SNOW and ICE. For those who remain there have been several items of interest to mark the Spring Term of the New Year.

Probably the most interesting was the recording on January 22 of the B.B.C. sound programme "Christian Forum." The programme was eventually broadcast at 1945 on Sunday, February 2. The panel was comprised of Tom Driberg, author, journalist and politician, the Rev. Noel Calvin, Congregational minister, Father Agnellus Andrew, O.F.M., and Assistant Director of Religious Broadcasts, and the Canon J. B. Phillips, translator of the New Testament. As may be expected with such a team of religious experts on the fence, all the six questions dealt with possessed a highly theological flavour. What was surprising, and to some, disappointing, was that the questions provoked little disagreement among the panel and the broadcast degenerated into a series of lectures on the religious aspect of the questions submitted.

On January 23, the annual visit of the West of England Unit of the National Blood Transfusion Service took place, and once again we were presented with the unusual spectacle of the unit being unable to cope with the number of volunteers. This did happen in one establishment within my memory where the bait was a coupon to each donor entitling him to a pint in the canteen. I can only assume that a visit by the unit to this far-flung outpost is in the nature of a diversion like going to see the train pass by in a lonely bush camp in South Africa!

On Wednesday, January 29, we had the privilege once again of welcoming not only a first-class entertainer, but by virtue of his long association with us an old friend. The gentleman in question is none other than the well-known hypnotist, Henry Blythe, who on many occasions has delighted service audiences in the West Country with his amusing and intriguing hypnotic powers. I think that Henry's undoubted success is stimulated by his delightful approach which although amusing seldom "takes the Mickey" out of anyone. It is also noted that Mr. Blythe studiously avoids controversial aspects of his powers which could introduce a sombre realisation that the use of this medium could account for the "startling confessions" that have from time to time made their impact on Western civilisation.

of the Indian Navy, who will tour the establishment. Another distinguished visitor has been Capt. J. S. Dalglish, C.V.O., R.N. He completed a mine sweeping course in preparation for his next appointment—Captain M./S., Mediterranean.

Minewatchers

The minewatchers continue to be active, and spend many evenings engaged in this valuable work. An amusing incident occurred recently, when a sentry reported an unauthorised person, apparently photographing H.M.S. Vernon from the roof of an adjacent power station. On investigation the cause of the scare was discovered to be an enthusiastic minewatcher, enjoying a pleasant Sunday afternoon practising sextant angle determination. Keen stuff this, on the part of both the minewatcher and the sentry.

Sport

The sporting scene remains bright. A vastly improved Vernon soccer team resoundingly beat H.M.S. Victory by 7-1 and the Royal Marines' Barracks, Eastney, by 8-1. A.B. Pullar was outstanding, scoring four goals in the former game.

Preparations are going ahead enthusiastically for the Command Open Boxing Championships. Strong challengers from the Command team are A.B. Ridley, L./S. Beveridge, and O.A. Miller, who beat the Southern Counties' champion, in a recent match. Vernon was fourth in the Command Cross-Country Championship which was run in a welter of snow and mud; L./Sea, Paxton and A.B. Burton, both divers, were second and fourth home.

Rehearsals for the play "The Defeated," a translation from Guy de Maupassant's short story "Mademoiselle Fifi," have started. The play will be entered in the Command Drama Festival. Hopes are high for Vernon retaining the Drama Cup, as last year's successful producer, Lieut.-Cdr. S. A. Parkin, B.Sc., R.N., is still with us.

Variety was introduced into Vernon recently, when a live show—"Meet the Stars"—produced a pleasant change from the usual film. A lively evening ended with the petty officers entertaining the cast in their mess. The hosts displayed their varied talents, P.O. Wheatley excelling with his particular brand of Liverpoolian humour. An enjoyable evening was had by all.

A "One-Way Traffic" scheme was tried in Vernon this month, only to be withdrawn, although the requisite direction boards had been prepared. Can it be that Vernon and Dolphin car owners were unable to dissuade their knowledgeable cars from following age-old routes, to familiar resting places, or perhaps their owners objected to the extra petrol expenses incurred in following the detours.

H.M.S. Sheffield in the Mediterranean

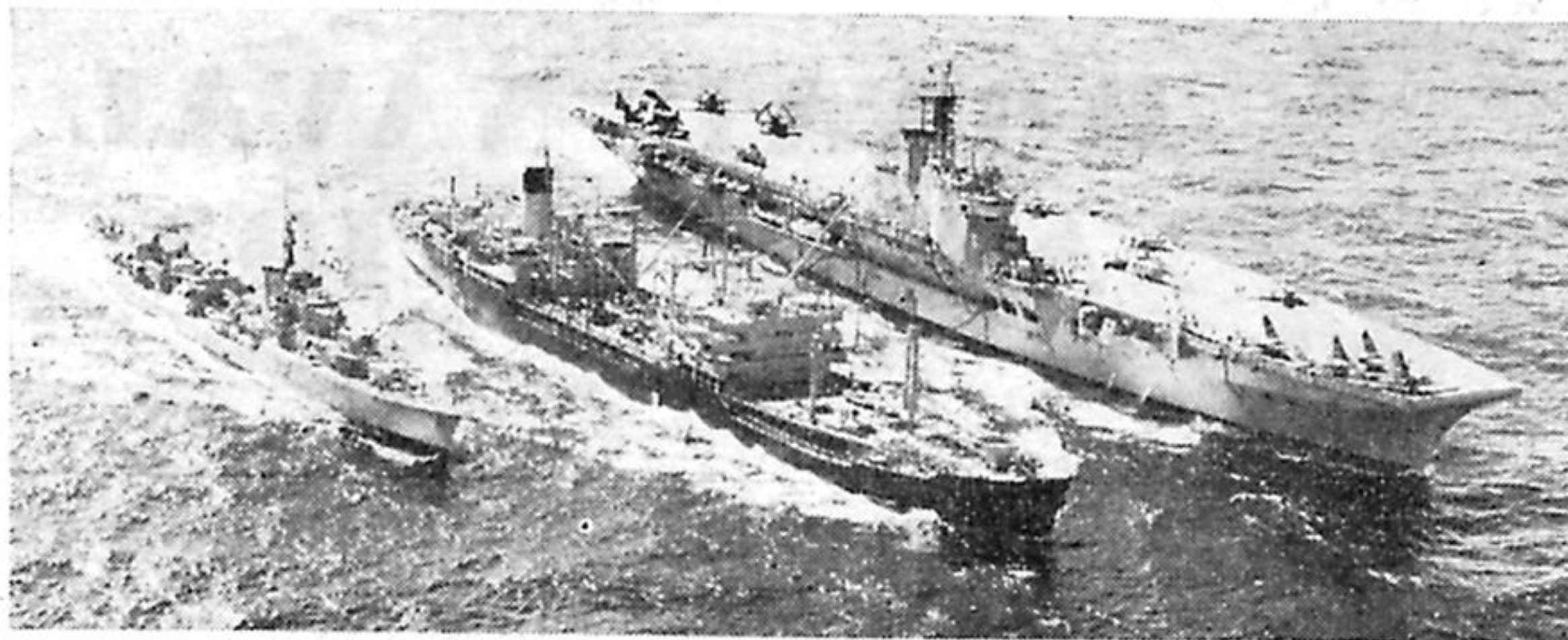
ON JANUARY 22 we started the second lap of the Commission, when we sailed from snowy England to the sunny shores of the Mediterranean. In bright sunshine we arrived at Gibraltar on the 27th and very soon parties set out to explore the caves and galleries, shops and bars. Here we received the flag of C-in-C, Mediterranean, Admiral Sir Charles E. Lambe, G.C.B., C.V.O., and on the following Monday we set sail for Algiers, carrying a French Admiral also.

Unfortunately a curfew prevented any runs ashore, so after a short visit taken up with transferring the flag to H.M.S. Surprise, a little swimming, fishing and photography, we sailed, in the evening for Malta.

We entered Grand Harbour on the 7th, to the cheers of the multitude. The ship's company went straight into the streets of Malta to buy the many fine articles of local manufacture. Our first stay was, however, brief, if active, for we soon sailed again to greet the President of Turkey, who was returning from a visit to Libya, escorted by ships of the Turkish Navy. A Turkish admiral on board commented favourably on the precision with which "Man and Cheer Ship" was carried out.

H.M.S. Sheffield returned again to Malta, where we plunged into a series of tours, delving into the island's history and "culture," with a five-day interlude on exercise to knock a few more inches off the island of Filfla. Our future, as always, is uncertain.

Bulwark Enjoys Life in the West Indies



R.F.A. Olva refuelling H.M.S. Bulwark and H.M.S. Camperdown whilst on passage

AFTER A crossing of the Atlantic that was at times decidedly rough the Home Fleet and H.M.S. Bulwark reached the West Indies on January 29. With H.M.S. Barfleur in company Bulwark anchored at Admiralty Bay, Bequia, for a few hours on January 30 to clean ship.

The following morning at 0900, as Barfleur berthed at Port of Spain, Trinidad, 16 Venoms and Seahawks flew in a formation flypast overhead. It was perhaps unfortunate that, because of shallow water, Bulwark had to anchor nearly three miles off shore, but the boat problem was a little

relieved by the help of three large boats from a local firm.

The weather during our stay was very hot, in comparison with the weather we had left in England, and dry as well for this is Trinidad's dry season.

A number of bus trips were laid on for the sailors. On each afternoon of our six-day stay in Port of Spain 160 sailors went by bus to the surf beach at Maracas Bay, 40 went on a bus trip to a brewery and tobacco factory, another 40 went on a trip to a sugar estate and about 200 went by boats to Scotland Bay, a bathing beach near the U.S. Naval base. The U.S. P.X. organisation made available a supply of cold drinks and beer for those on this trip.

A Test match was being played between the West Indies and Pakistan and some of the ship's company were lucky enough to be given complimentary tickets for this. Each evening there was a dance at the Mariners' Club which also provided other very welcome recreational facilities. Rugby, hockey, water polo, swimming and shooting matches were held against local sides. Life was quite hectic during the six enjoyable days spent in this hospitable port. We were sorry to leave but at the same time a little pleased to be able to catch up with sleep again.

Bulwark sailed from Port of Spain on Thursday, February 6 and carried out intensive day and night flying exercises in the area between Trinidad, Tobago and Grenada until Tuesday, February 11, when she joined Camperdown at anchor at Cannouan Island in the Grenadines. About 600 of the ship's company have been ashore to swim from the sunny beaches of this quiet little island.

NAVY AIDS POSTMASTER OF WEST INDIAN ISLAND

IT BEGAN with a carefree swimming party from the Home Fleet aircraft carrier Bulwark and ended with the postmaster of an isolated West Indian island safely in hospital receiving much needed medical attention.

H.M.S. Bulwark, which is taking part in the Home Fleet spring cruise, anchored off Cannouan Island in the Grenadines earlier last month to give the ship's company a break after a period of intensive day and night flying. The first boat ashore, however, brought back the news that one of the islanders, the postmaster, was seriously ill and that the services of a doctor was urgently needed.

The nurse on the island was unable to afford the necessary treatment as her supplies of drugs were limited, while it was impossible for her to radio for the services of a doctor, who usually visits Cannouan once monthly, because the batteries of the only transmitter available were flat.

One of the Bulwark's Medical Officers was landed to examine the patient and afterwards a Whirlwind helicopter of 845 Squadron, embarked in the ship, was flown to survey a suitable landing site close to the hospital on nearby St. Vincent.

As a result of the Naval doctor's examination of the postmaster, it was decided essential that he should receive attention in hospital and another of Bulwark's helicopters flew him to St. Vincent.



How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Insurance rolled into one.

Supposing you hadn't signed on for 22 years' service?

When I had done my 9 years I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172 a year when I retire from civilian work at 65.

WRITE TO



Which will you take?

I'm going for the pension because there's another valuable right with it—I can get a cash advance for the full price of a new house. I'm all lined up for a job already, and with an extra pension to look forward to and the wife and family safe in our own home—well, it's the kind of security we all want.

How do you set about all this?

That's easy. Ask for details of the Progressive Savings Scheme.

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— Send this coupon —

Please send full details of the Progressive Savings Scheme

Name

Address

Rating or Rank..... Age next birthday.....



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CALENDAR

Blackpool
June 28.—Annual Conference.
Portsmouth
March 6.—R.N.A. Players.
Cheam & Worcester Park
March 29.—Annual Dinner.
Purley
May 17.—Silver Jubilee Dinner.
May 18.—Drumhead Service.
Portland
March 22.—Annual Dinner and Dance.
Herts.
June 1.—No. 6 Area Rally.
No. 2 Area
March 22.—Working Committee Meeting.
Hounslow
March 14.—Annual General Meeting.
May 10.—Tenth Birthday Party.
West Ham
April 27.—Dedication Ceremony.
Newcastle and Gateshead
March 29.—Annual Dinner.

VENUES

Greenwich.—The Coach & Horses, Market Place. (Almost alongside the Cutty Sark.)

We Will Remember Them

Shipmate Ernest George Lentle—a founder member of Purley and District Branch.
Deemster Sir Percy Cowley, K.T., C.B.E., J.P., founder president of Isle of Man Branch.
Shipmate James Smyth—Portland Branch.
Shipmate Alf Baker, founder member of Ashford (Kent) Branch.
Shipmate Harold W. Bounden, D.S.M.—Ipswich Branch.
Shipmate R. Philpott—a life member of Herts Branch.
Shipmate W. Hodgkinson—Gainsborough Branch.

THREE NEW BRANCHES IN No. 3 AREA

DELEGATES FROM the branches in No. 3 Area were joined by the general secretary of the association when they held their annual meeting in the Portsmouth Branch on February 15.

Shipmate Bray, chairman of Portsmouth Branch, welcomed the delegates in the absence of Capt. G. Colville, who was unable to attend as he was in hospital following an accident.

It was made known that three new branches had been opened during the past year and there was the possibility of another being opened in the Isle of Wight during the coming year.

Shipmate Cdr. Noble, the area hon. secretary had made it known that he would be unable to stand for re-election to that appointment. He was very much thanked for all the work he had done for the area in the past and the following area officers were elected for 1958: president, Admiral Little; vice-president and chairman, Cdr. Lambie; vice-chairman, Shipmate Taylor; area secretary, Shipmate Wye; area treasurer, Shipmate Piggott; standard bearer, Shipmate Oldroyd.

1958 ANNUAL CONFERENCE

OUR CONFERENCE this year will take place in Blackpool on Saturday, June 28, and will be held in the conference room in the Imperial Hotel, North Promenade.

As is usual, conference will commence at 10.15 a.m. when proceedings will be officially opened by His Worship the Mayor of Blackpool. There will be a break for luncheon when No. 10 Area will entertain the National Council and delegates.

Tea and biscuits will be supplied, to delegates, by the national council during the afternoon session, and conference will close at 5.15 p.m.

On Sunday morning, June 29, the new standard of No. 10 Area will be dedicated. This ceremony, which will be held in the Tower Circus, will be followed by a parade and march to the War Memorial, where the president will lay a wreath on behalf of the association.

By courtesy of the civic and other local authorities, many facilities will be offered, free, to delegates. These facilities include admission to the Tower and Winter Gardens, golf, tennis, bowls and putting in Stanley Park and municipal recreation grounds. Delegates will also be permitted to use the south shore open air swimming bath.

GLEANINGS FROM No. 2 AREA

I WAS hoping that the several reports from Area 2 branches would have embraced the annual general meeting of the Area held on January 11, but there do not seem to be as many scribes at work amongst us as there were last year.

However, this is my first report of this year, and I send the greetings of your chairman, and officers of the area. The officers as you will have noted from the circulated minutes are the same as before, except for Shipmate Tippet of Gillingham, who is farming out in the west country. He will be glad to see any of you I am sure, if you go down that way.

Shipmate Goodenough of Purley, takes his place as area vice-chairman and from what I know of his previous experience in our association, we have a suitable committee member. Your working committee will meet on March 22, if you have any ideas for their attention.

The meeting will be primarily to decide how the area will award the lovely Challenge Cup that has been presented by an old friend of the area. This is now known as the "Don Murray Challenge Cup" and is intended for the most progressive branch in our area.

Area 2 membership could do with some more figures and maybe now the services have had their rise, we will get more of them to come and join us as our rich uncles.

Annual conference looms ahead, shipmates, don't leave it too late and then criticise.

As for Blackpool, well, it's many years since I was there, but it is hoping I shall be there again this year, with the same throng who so enjoyed Durham and Cardiff.

KEEN INTEREST AT HAVANT

KEEN INTEREST was taken in the business before Havant Branch meeting on February 4. Ten days later a party from the branch accepted an invitation from the Gosport Branch. Those who went had a most enjoyable evening.

Some of them attended the No. 3 area annual meeting in Portsmouth with their delegate, Shipmate C. J. Snow, on February 15.

They have missed their hon. social secretary during the month as she has been unable to attend any of the branch activities owing to illness.

SHIP'S COMPANY OF S.W. LONDON

SIR FRANCIS Drake is quoted as saying: "I must have the gentlemen to haul and draw with the mariners, and the mariners with the gentlemen. LET US SHOW OURSELVES TO BE OF ONE COMPANY."

I have been thinking a lot of the two words, "ship's company"—they smack of the sea, the companies of sailors who have gone down to the sea in ships go back down through the centuries. These two words sum up the comradeship we try to find, now that we have left the Service.

When we were at sea the ship's company were one. The "old man" had lower deck cleared to talk about forthcoming exercises, or the regatta, or at divisions, and divine service. The cautionary words, "ship's company," brought all in—tiffles, P.O.s., O.D.s., boys, and the officers. All one family, or, to put it another way, "The brotherhood of the sea and the ship."

So with the R.N.A. the word "branch" is cold. I would like to see future diaries with "The ships' companies of No. 1 Area," then just the name, S.W. London, Camberwell, and so on.

The S.W. London Branch is reviving this term. The chairman asks the "ship's company" to stand and observe a minute's silence for "fallen comrades." The "ship's company" will hold a social, and so on.

WHAT DO OTHER BRANCHES THINK?

The "ship's company" of S.W. London sends sincere greetings to all ships' companies throughout our grand Association.

PRESENTATIONS AT WORCESTER

THE ANNUAL general meeting of the Worcester Branch, presided over by the chairman, Capt. H. M. Spreckley, R.N., D.L., J.P., was held recently and showed that the branch had made very good progress. There was an increase in paid-up membership of 72. The resignation of the branch chairman, Shipmate C. Lake, was regretfully accepted, after some five years in that office, and his successor, Shipmate H. Day, was appointed.

Shipmate Lieut.-Cdr. J. McA. F. Cassidy the branch vice-president, reported on the year's progress, and recalled the visit of the midjet submarine, H.M.S. Shrimp, to Worcester, the very successful Trafalgar Day Dinner, and the various social functions of the year, pointing out what can be done by co-operation.

March 6 is to be a real high-light for 1958. On that day, the White Ensign, presented to the branch by the Commanding Officer and Ship's Company of H.M.S. Shrimp, and a set of four antique Naval swords, presented on permanent loan by Councillor H. A. Richards, J.P., the Mayor of Worcester, will be formally accepted.

Admiral Sir William Tennant, the branch patron, will receive the White Ensign on behalf of the branch from Lieut. B. O. Forbes, R.N., the Commanding Officer of H.M.S. Shrimp, and Capt. H. M. Spreckley will be presented with the swords by His Worship the Mayor.

TWO HUNDRED SHIPMATES AND FRIENDS AT BEMBRIDGE

A REVIEW of the year's work was given at the annual general meeting on February 7 by the chairman, Shipmate Mustchin. It has been a very successful year and the branch grows in strength and usefulness. The chairman said, "Contrary to expectations the branch has come to stay and our influence on the village community could do nothing but good."

The retiring vice-chairman has been succeeded by Shipmate W. Old—a member from Sandown and a tower of strength to us all.

With the help of the R.N. Benevolent Trust the branch has succeeded

in obtaining a pension for one of the members and assistance has been afforded to sick members. Summer visitors enjoyed the dances which were arranged and the branch padre congratulated the members for their work and enthusiasm. He mentioned that the congregation at the All Churches Open Air Service, to which help was given by members of the Bembridge Branch, was the biggest for a long time! The 1024 Ryde A.T.C. Silver Band was obtained for this service through the efforts of Shipmate Hermon.

The branch's biggest social occasion was its annual dinner and dance at Sandown on January 31. Over 200 sat down to dinner and afterwards enjoyed dancing to the band of the Royal Marines Dance Orchestra from Eastney. The principal guest of the evening was Shipmate Admiral Sir Francis Tottenham, K.C.B., C.B.E., and he was accompanied by Lady Tottenham. The Admiral had travelled down from London to attend—a gesture which was greatly appreciated. Shipmate A. D. Rouse had travelled from Scotland to be present and he proposed the toast of "Absent Friends."

Fourteen members from Bembridge attended the "All Island Dinner and Dance" which was held in Ryde in January.

NEWCASTLE AND GATESHEAD HAMPERED

THE ABSENCE of a headquarters, through fire, is seriously hampering our social and other activities. We have heard, however, that the builders will be moving out in two to three weeks' time and one of our first meetings will be the annual general meeting which we naturally had to postpone. Items on the agenda include our annual dinner to be held on the last Saturday in March, discussion about the purchase of a branch standard, election of new officials, etc.

We are recruiting new shipmates every week, but we are awaiting our reopening in our new "ship" before presenting them all with their badges, etc. That's all for this month, shipmates, wish us luck in our new headquarters and let's hope that the smell of paint doesn't spoil the taste of the "wallop."

'APPY VELLERS AT PORTLAND

YER! IF you want to see we, you'll 'ave to come to our new headquarters at the Royal Portland Arms, you. We've got a nice little clubroom, real tiddly like, and all us vellers be 'appy even if we be stowed a bit thick. I didden tell 'ee about our children's Christmas party, did I? Cor! they 'ad a lovely toime, big cats, and all t'helpers said as how they hadn't played such tiffin' games since they were so high! These 100 children brought the thatch down wi' cheers when they had their partin' present gi'd to 'em, bless their 'earts.

I bet we 'as a good toime at our vurst dinner and dance, you, wot our committee got arranged fer March 22. We bin told to wear collars and ties, 'cos they reckon we 'as some special guests comin'. 'Twill be like goin' to Sunday divisions agin, you! I'll try and send 'ee a photo o' it.

We likes readin' about you other vellers in the NAVY NEWS, 'snow, and we'll always greet 'ee well when you'm down yer, too. We don't care if you'm admiral or O.D., you come on in along o' we.

MAYOR 'PIPED ABOARD' AT LOWESTOFT

STEADY PROGRESS is reported from Lowestoft, where, having had a successful 1957, the branch strength is now well over the 200 mark.

At the annual dinner, held on January 18, the Mayor and Mayoress (Captain and Mrs. L. A. Rhodes) were "piped aboard" when they arrived. It was the tenth annual dinner and there was a record attendance of just over 100 guests. The president, Dr. J. D. D. Boswell, proposed the toast of "The Association." Wing-Cdr. C. Lindsell proposed the toast of "The guests" and, in responding, the Mayor declared that "as long as there is a sea there must be ships and seamen to man them." The dinner was followed by a social and dance.

TEN YEARS' SERVICE FOR HOUNSLOW

OUR FIRST big event of the year was our Christmas party, and by the accounts I hear, one and all enjoyed themselves. Speaking for myself, I know I did, and full praise must go also to our volunteer barmen, Shipmates Pocock and Garrod. I feel sure they enjoyed their job! We were all very sorry when "Pipe-down" was sounded. We were very pleased to welcome members from S.W. London, Stanmore and Elstree, and all mess-mates from Margate Branch.

The branch was represented at Brentford and Chiswick farewell party to Shipmate Buss, their former chairman, who has left to be mine host at Whitstable. The very best of luck in your new venture, shipmate, and if your plans go through in forming a branch there, I feel sure it must be a success.

We also had an invite to join up with the Royal Fusiliers Association to visit the Molesey Branch of the R.N.A., and I must say they looked after us very well, but oh the "Rock-n-roll"! They should realise anno domini does not permit such frivolity! However, it was most enjoyable.

At our general meeting on February 14 our vice-chairman, Shipmate Dean, on behalf of the shipmates, presented our chairman, Shipmate J. Brown, with a watch in token of his good work for the branch during the past 10 years. I very much regret to say that Jim's health is not quite as good as it could be these last few weeks, but sincerely hope he will be able to sit at the head of the table on May 10, when we are holding our tenth birthday party with a dinner and social to mark the occasion.

On February 22 we were invited to a social at Camberwell, and on the 23rd the Royal Artillery invited us out.

Our own socials and darts matches are still going strong, winning some and losing others, but even so, whichever way it is, our ladies always come out on top, especially with their cheese-and-onion speciality. They are very popular. We have accepted the invite to attend West Ham's dedication on April 27, so only hope the weather remains kind.

To our own shipmates—don't forget the annual general meeting on March 14—you have been notified.

If there is any shipmate who would like to join us in our "food and frivolity" on May 10, drop a line to our secretary at the Railway Hotel, Whitton Road, Hounslow, for particulars. You will be very welcome and I feel sure will enjoy yourself.

SNAPPY SINGING AT WEAR

THE BRANCH is now two months old and we are making progress steadily towards our ultimate aim, which is a building of our own, for use as a branch headquarters.

We made our first effort at entertaining our ladies on Friday, January 31, and the evening, according to all who attended, and there were about 150 present, was a great success. This was largely due to the very hard work put in by the main branch committee and entertainments committee.

We were well entertained by local talent, and not least among these was our own Shipmate John Bennett, who enlivened the proceedings with some snappy singing.

The whole evening ran very smoothly in the capable hands of Shipmate Harry Stevenson.

We are hopeful of holding a Ladies' Night about once a month and our next date is Wednesday March 12.

We of this branch would be very happy to see shipmates of any branches in the area, and now that we are getting organised we will endeavour to do some visiting ourselves.

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ASHFORD (KENT) TENTH BIRTHDAY PARTY



Captain D. Macintyre cutting the cake

(Photo: Kentish Press, Ashford (Kent))

THE ANNUAL general meeting of the Ashford (Kent) branch took place on January 24 last. Our vice-president (Shipmate L. G. Murray) proposed the Loyal toast, and members stood for one minute's silence in memory of Shipmate Alf Baker, who slipped his cable the day before.

The chairman's, secretary's and treasurer's reports showed we are in a very healthy position, both financially and otherwise. The departure of our president, Vice-Admiral Sir Albert Poland, was keenly felt, and we all wish him and Lady Poland all the very best of good luck and good health in their new surroundings in Cornwall.

Our new president is not unknown to us and I'm sure we all wish Capt. Donald Macintyre a very happy commission with us, also Cdr. Robertson-Aikman, our new vice-president. Our new chairman (Shipmate George Philpott) is also a grand shipmate who, with his good lady, has done much for the Mess.

Our tenth birthday was celebrated on February 14. Capt. Donald Macintyre, D.S.O., D.S.C., R.N., our president, was piped aboard by Shipmate Harry Clayton, the quartermaster. The chairman, Shipmate George Philpott, welcomed the guests.

The large iced cake, with a German U-boat—"U 99"—beautifully made to scale by Shipmate Philpott, and the cake presented by Shipmate O. B. Lewin, was traditionally cut with a sword by our president and handed out to the 50-odd members and their

SEVEN BRANCHES AT HERTFORD

WE HAVE recently held our annual general meeting, and the same "batting side" were re-elected as branch officials and committee.

In all sections 1957 was a very successful year, and was a record for new entrants.

At the conclusion of annual general meeting business, Capt. A. G. Poë, R.N., senior officer, Reserve Fleet, Portsmouth, on behalf of Herts Branch, presented Shipmate M. Suckling with an inscribed pewter tankard as "Messmate of the Year."

Our ship's bell, ex-H.M.S. Respond, was recently used as a font for a double christening ceremony at Holy Trinity Church, Hertford. Our branch padre, the Rev. G. C. P. H. Briggs, R.N.V.R., performed the ceremony when he baptised the son of Shipmate and Mrs. M. Suckling, and the grandson of Shipmate J. F. W. Charles, branch vice-chairman.

We have a full calendar arranged for branch events, and in addition the Rally of No. 6 Area will take place at Hertford on Sunday, June 1. Further details of this event will be promulgated in due course.

Branch shipmates would like to say how very much they enjoyed the company of shipmates and their ladies at a recent social evening held at Hertford, when the following branches were represented: Royston, Hatfield, Welwyn Garden City, Enfield, Lea Valley, Edmonton and Windsor.

It is with deep regret that we record the passing away of Shipmate J. R. Philpott. He was one of our life members and secretary of the Lady-Smith Association.

wives. An especial welcome to the chairman of Area 2 (Shipmate W. Gower) and the able secretary of the Area (Shipmate Tom Asprey, Maidstone), also Shipmate Yaxley (past-president of Maidstone Branch), who has now joined our Mess, with his good lady, was given by our vice-president (Shipmate L. G. Murray).

A new member joined the branch (Shipmate Johnson) and was handed his badge by the president, who wished him well. A social followed.

Finally the model U-boat was presented to Capt. Macintyre, who said he would treasure it, as it was such a good likeness of the one he sent to the bottom.

At 10.30 p.m. the quartermaster piped "Pipe-down" and all stood to attention for "The Queen," and so ended a very enjoyable evening, long to be remembered by all present.

WEATHER AFFECTS I.O.M. ATTENDANCE

OUR ANNUAL general meeting was held at its headquarters, Hill Street, Douglas, on Friday, January 24. The attendance was very poor but no doubt the treacherous weather had something to do with this. Before the meeting actually started the chairman asked us all to stand in solemn memory of our late president, Deemster Sir Percy Cowley, Kt., C.B.E., J.P.; he was our founder president and took a very keen interest in our Association. He will be greatly missed, especially at parades, where you would see him marching along with the boys.

The chairman's and secretary's reports, which were very favourable, were adopted. The following were elected to the offices stated: Chairman, J. L. Bregazzi; vice-chairman, C. E. Conway; secretary, E. Patterson; treasurer, Miss M. Bateman. We now have a new committee to carry on where the old stalwarts left off.

Cheerio, shipmates, everywhere, from us all here in Ellan Vannic.

CALLS ON EDGWARE'S BENEVOLENT FUND

GREETINGS TO all shipmates of all branches. We held our annual general meeting on Sunday, February 9, but the attendance was not all it was hoped for. The events during the year were all a success, the most popular ones being the Saturday evening trips.

The branch suffered a great loss during the year by the passing away of Messmate F. Marston, vice-president, who was always ready to assist the branch and seldom missed a meeting—a grand example of a true messmate.

The treasurer stated that he was pleased with the state of the funds, in spite of the poor attendance at the meetings, but regretted there had been many calls on the Benevolent Fund. The vice-president, C. H. Wheeler, thanked the secretary for the great amount of work that he puts in to uphold the branch. The secretary, in reply said that he was pleased that he is able to do it, but having over 18 years as hon. secretary, he would like to see some young blood join the branch and then perhaps hand over the reins of office.

FORTHCOMING SILVER JUBILEE CELEBRATIONS AT PURLEY

PURLEY HAS not been standing still since our last report. The Christmas and New Year arrangements were very successful and a most interesting and informative annual general meeting has taken place.

We regret to report the passing of one of our founder members—Shipmate Ernest George Lenth.

Shipmate Fred Smith suggested that some of the bank balance should be invested in Premium Bonds, but after a short discussion during which the returns from investments in Savings Certificates, Defence Bonds and the Post Office Savings Bank were mentioned, the question was left to the treasurer to investigate and report back.

The committee set up to make arrangements for the silver jubilee of the branch reported the progress made. A drumhead service is being arranged to be held in the Purley Rotary Field on Sunday, May 18.

HEALTHY FINANCES AT PORTSMOUTH

AN ANALYSIS of the reports at the annual general meeting seems to show that all goes well with the Portsmouth Branch, both association and club—membership is increasing and the finances are healthy. This was reflected in the elections for the new committee when all the principal officers were returned unopposed.

On the association side the increased subscriptions were the cause of a long debate, it was decided however to retain the voluntary levy of 1s. per year to branch funds.

The club treasurer reported that the programme of major repairs and alterations had now been completed and these had all been financed out of current income in spite of a reduced turnover for the year. Much of the credit for such a satisfactory state of affairs was due to the enormous amount of voluntary work put in behind the scenes, particularly by Shipmate Newman the club secretary, who receives far more kicks than ha'pence for his thanks.

Most of you will have seen the picture of the "Four Jacks" and the report of their successful television appearance in last month's Navy News. Pompey feel very proud of this event because the vocalist and leader of the group, Freddie Illingworth, is one of our members and a leading light in our social affairs when his ship is in harbour.

Next week we begin another series of shows by the R.N.A. Players, this time the long awaited pantomime "Aladdin." Three shows are planned for members and guests plus a special performance for the benefit of kindred associations on March 6. This promises to be a very spectacular and colourful presentation and we are expecting a full house every night. As usual this will be produced by Ronnie Brazier and with such a long string of past successes it has got to be good to live up to the reputation of the R.N.A. Players, but we need have no fear on that score.

New Secretary at Belfast

ANOTHER SUCCESSFUL year was reported at the eleventh annual general meeting. After four years as hon. secretary Shipmate J. H. Roberts has handed over to our vice-chairman Shipmate T. Brown. The following shipmates were elected to the various offices for 1958: chairman, C. A. Maxwell; vice-chairman, J. Bartlett; hon. secretary, T. Brown; hon. treasurer, R. Pollock.

The services rendered by Shipmate J. Roberts were recalled by the chairman and other shipmates. He came to our rescue when Shipmate Ruddy, in the throes of organising our newly formed club, had to have an operation. "Jimmy" shouldered the responsibility of seeing the club on its feet and after some anxious months successfully rounded off the early work of his predecessor. That our branch and club is in the forefront of kindred organisations in the city is largely due to the manner in which Shipmate Roberts has conducted our affairs. The vote of thanks proposed by his predecessor and seconded by his successor was unanimously passed with acclamation.

We have no doubt that our new hon. secretary will still further the interests of our association. During the last year our shipmate, besides

presiding at our annual dinner and taking the chair at many of our monthly meetings, has also acted as welfare officer, and standard bearer. His visits to shipmates in hospitals were greatly appreciated. Thanks to the untiring efforts of Shipmate A. Henderson in building up our Benevolent Fund, our sick shipmates know they are not forgotten. The work of the social committee during the year came in for special mention, with merited praise being given to that enthusiastic band for their efficient organisation.

Tributes were paid to Capt. P. F. Powlett, D.S.O., D.S.C., Royal Navy S.N.O., Northern Ireland, for the grand support he has given to our association.

Shipmates Bartlett, McKaren, Gaw and Anderson were congratulated on their selection as area chairman, vice-chairman, hon. treasurer and N.C. delegate respectively. We feel that this distinction accorded to the branch by our area shipmates indicates the fine spirit amongst our Irish branches.

Mr. Stanley Gillespie, chairman of the Northern Ireland Disabled Ex-Servicemen's Association, was elected as hon. Shipmate in appreciation of his services to members of the branch. It has given us all much satisfaction to be officially informed of visits of H.M. ships to our ports, and we are very pleased that so many of the "watch ashore" find their way to our headquarters at 55a Great Victoria Street.

The thanks of the branch were conveyed to all those shipmates who supported the office bearers so well throughout the year, a special word for Shipmate Reilly, who, in addition to replacing the chairman's lost gavel also presented two very fine framed photographs recalling visits of H.M. ships to the city over 30 years ago.

It is expected that the Belfast Branch will be represented at Blackpool in June, with other Irish branches and we look forward to the day when Belfast will be the venue for the annual conference. Greetings to shipmates everywhere, especially to those still serving who have visited our headquarters.

House purchase

A simple way to raise the initial deposit money required for buying your own house. Make out a monthly allotment for the purchase of TENTH ISSUE NATIONAL SAVINGS CERTIFICATES. Here are some examples of how your money grows by the purchase (by allotment) of

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IN 5 YEARS	You will have bought certificates which cost	£135	£180	£225	£270	£315
	and will now be worth about	£142 4s	£189 12s	£237	£284 8s	£331 16s
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	and will now be worth about	£207	£276	£345	£414	£483

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Issued by H.M. Forces Savings Committee London, S.W.7

HOME AIR COMMAND SPORTS NEWS

Association Football

Home Air Command v. Royal Army Medical Corps (Crookham)

IN PREPARATION for the Inter-Command Cup (semi-final) the Home Air Command entertained the Royal Army Medical Corps (Crookham) to a return match, played at R.N.A.S. Lee-on-Solent on Monday, February 10. A strong cross-wind was blowing and the wet weather made ground conditions very muddy and unpleasant. In the opening minutes of the game play was confined to mid-field—but gradually the R.A.M.C. forced the pace and produced the better ball

control and team work. Considering the strength of the Army XI, which consisted of no fewer than eight full professionals (including some regular League Division I first team players) and two county players, the H.A.C. put up a good show although their positioning and ball distribution compared unfavourably with that of their opponents.

Quick Goals

Hughes, in the Command goal, made many a fine save, but in the twentieth minute a long ball from the Army inside left found the corner of the net to open up the score. The simple close-passing tactics of the R.A.M.C., coupled with their brilliant positioning, left the H.A.C. defence at times without an answer. Two further goals for the Army came in the forty-third and fifty-third minutes, these being scored by their outside right and outside left, respectively.

The effect of being three goals in arrears made the Command press harder and their efforts were rewarded with a splendid goal by Hack in the fifty-seventh minute. Encouraged by this, the Command piled on the pressure and maintained territorial advantage for a long period but, although numerous chances presented themselves, the forward line failed to take advantage, being either too slow or just slicing the ball wide of goal.

A brilliant goal by Goodwin in the seventieth minute eased the situation—but this was short lived by another goal for the opposition. Try as they may the Command attacks petered out at the vital moment and, although some excellent crosses from the right wing placed the centre forward in an admirable position to score, many chances were ultimately wasted. In the closing minutes of the game the R.A.M.C. scored again to make the final result 2-5 in their favour.

HOME AIR COMMAND ANNUAL GENERAL MEETING

The annual general meeting of the Home Air Command Football Association was held at Wykeham Hall, Lee-on-Solent, on February 14, at which the following officers were elected for the coming season:

Chairman: Capt. A. F. Black, D.S.C. (R.N.A.S. Lee-on-Solent). Vice-Chairman and Hon. Secretary: Lieut.-Cdr. L. R. Hollis (Command P.T. Officer on Staff of Flag Officer Air (Home). Members: Cdr. P. Page (F.O. Air (H.)) (South); C.P.O. R. Baldwin (Arbroath) (Northern); P.O. F. Reeves (Bramcote) (Midlands); Lieut. R. F. Squires (Culdrose) (S. Western). Ex-Officio: Lieut. A. W. Chittil and C.P.O. J. S. Reynolds (Staff of F.O. Air (H.)).

R.N.F.A. Council Representatives

Lieut.-Cdr. L. R. Hollis (F.O. Air (H.)); C.P.O. J. S. Reynolds (F.O. Air (H.)); C.P.O. C. G. Sly (H.M.S. Ariel).

Although the meeting was mainly concerned with domestic affairs the following is of general interest:

The draws for the Air Command Cup and Navy Cup (H.A.C. Division) were made at this meeting. The Air Command Cup competition next season will be played on a North and South (knock-out) zonal basis leading to a re-drawn knock-out at the semi-final stage. Details will be promulgated in due course, together with the Navy Cup draw.

CROSS-COUNTRY

ALL STATIONS and establishments in the Home Air Command are now down to serious training for the Command Cross-Country Championships.

Ariel, in particular, are all out to retain the "Dipper Trophy," but, who knows, it may well be the turn of some other "dark horse" station to win this coveted trophy.

At the conclusion of the H.A.C. Championships the selected H.A.C. team for the Inter-Command Championships will be retained at Ariel, and then proceed to R.N. College, Dartmouth, where we hope that the H.A.C. will once again retain the Inter-Command Cup for another year.

BASKET-BALL

SEVEN TEAMS entered the Inter-Command (Unit) Knock-Out Competition (H.A.C. Division), resulting in R.N.A.S. Bramcote playing at home to R.N.A.S. Ford in the final on February 4. In this match Ford were just that shade better than Bramcote throughout. Bramcote never quite settled down. Ford played confidently although it was seven minutes before they opened the score; at half-time Bramcote were leading 18 points to 16.

In the second half Ford forged ahead and the final score was Ford 37 v. Bramcote 30.

After the game, Capt. J. V. Wilkinson, D.S.C., G.M., the Commanding Officer of R.N.A.S. Bramcote, presented the "Ariel Trophy" to the winning team captain, this being the first time that this trophy has been competed for. R.N.A.S. Ford will now represent the Home Air Command in the Inter-Command Competition proper.

FENCING

H.M.S. ARIEL are producing a unit team for the Royal Tournament Competition and fencing has taken a pace forward in this establishment since the arrival of P.O. Dodman, who is a very keen fencer. Many youngsters could become good fencers if given the lead and it is up to all senior fencers to help put this fine sport back on its feet by greater encouragement of the junior rates. Details of the Royal Tournament are given in the Home Air Command Sporting Instructions.

BOXING

AS THE more important dates of the Service boxing calendar grow nearer, all stations and establishments in the Home Air Command are preparing their teams for the "Bambura Shield" competition, to be held at R.N.A.S. Bramcote, in conjunction with the Home Air Command Open Championships on March 18-20. It is to be hoped that even if stations cannot produce a wealth of skilful talent everyone will aim at 100 per cent. fitness—toughen up that training!

R.N. BASKET-BALL CHAMPIONSHIPS

THE INTER-COMMAND basket-ball championships were held at the R.N. School of P.T., Portsmouth, on February 20 and 21.

In the semi-finals R.N.A.S. Ford (representing Nore Command) beat H.M.S. Thunderer (Plymouth Command) by 35 points to 27; and H.M.S. Collingwood (representing Portsmouth Command) beat R.N. Barracks Chatham by 36 points to 22.

The finals resulted in a win for H.M.S. Collingwood by 34 points to 23.

The Inter-Command trophy was presented by the M.G.R.M. Portsmouth Division, Major-General I. H. Riches, D.S.O., R.M., to the winning team.

FENCING

IN A match against the Polytechnic Fencing Club, the Royal Navy were beaten by 15 bouts to 12. This is a very creditable performance as Polytechnic have one of the strongest club teams in the country.

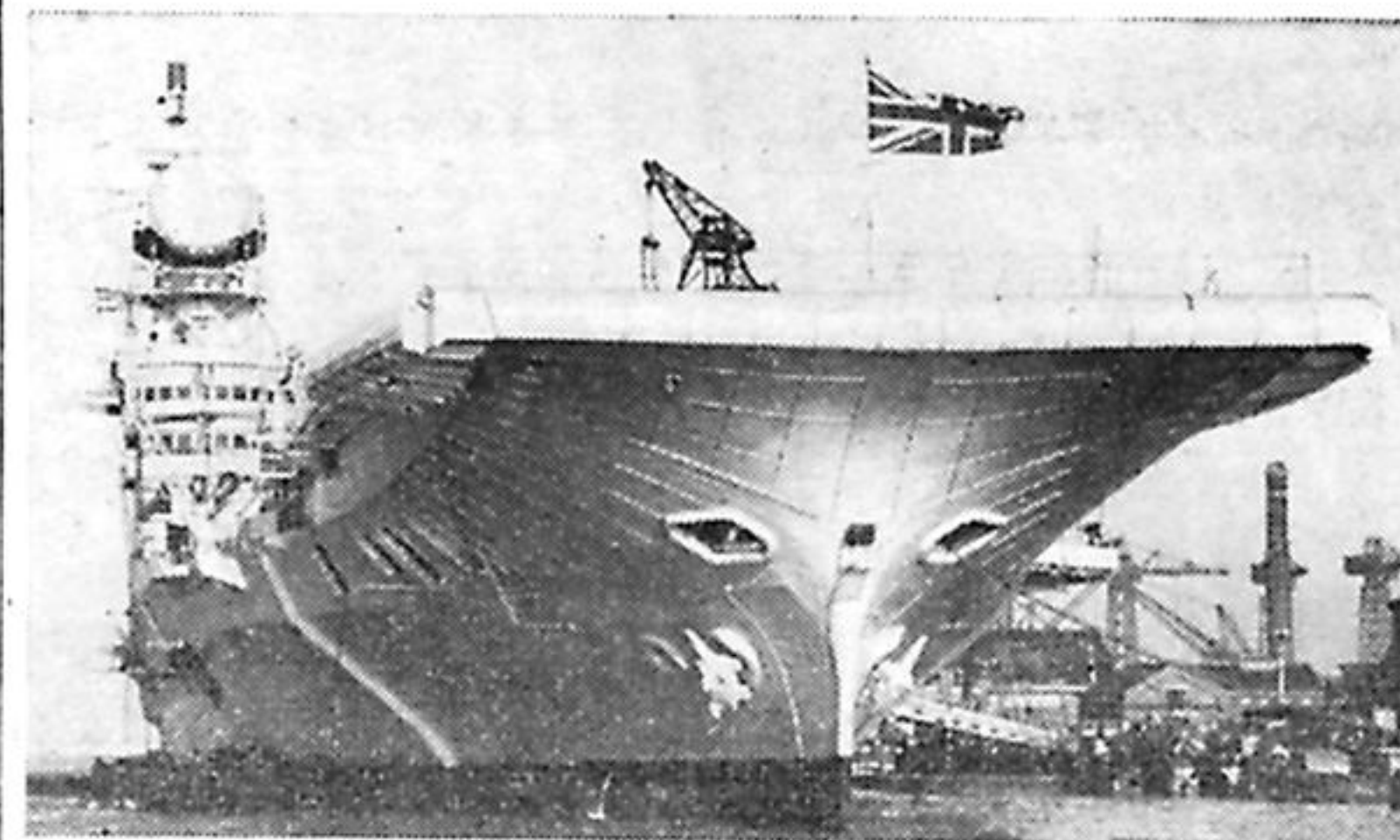
Individual weapons results were:—Foil, Polytechnic 6, Royal Navy 3; Epee, Polytechnic 5, Royal Navy 4; Sabre, Polytechnic 4, Royal Navy 5.

In the match against Surrey County on February 9, the Royal Navy won fairly convincingly by 20 bouts to 7.

Results of individual weapons.—Foil, Royal Navy 8 bouts, Surrey County 1 bout; Epee, Royal Navy 6 bouts, Surrey County 3 bouts; Sabre, Royal Navy 6 bouts, Surrey County 3 bouts.

As the Royal Navy were not at full strength, the result reflects great credit on all concerned.

Easter Navy Days at Portsmouth



H.M.S. Victorious—one of the ships open to visitors

A GREAT variety of ships will be on show at Portsmouth during the Easter Bank Holiday weekend April 5, 6 and 7. As this will be the only Easter Navy Days to be held this year it is hoped that the ships and displays will attract many visitors.

Foremost among the ships to be open is H.M.S. Victorious, our latest aircraft carrier and the most modern in the world. She has recently commissioned and is still undergoing trials. The cruisers H.M.S. Kenya and Bermuda, the latter on April 5 and 6 only, will also be open, as will H.M.S. Maidstone, Flagship of the Commander-in-Chief Home Fleet, H.M.S. Dainty, Solebay, Undine and Zest, all units of the Home Fleet.

The local Squadrons will be represented by H.M.S. Dundas, Redpole, Starling, Caution and the deep diving ship H.M.S. Reclaim. Four submarines H.M.S. Seneschal, Springer, Thule and Tactician and the midget H.M.S. Shrimp will be on view.

For the first time for many years a surveying vessel, H.M.S. Dalrymple, will be available and a display of the work of this type of ship will be shown onboard.

There will be many other displays by H.M.S. Mercury, Collingwood, Dryad, Vernon, the W.R.N.S. and a Jodu display by H.M. Royal Marines will feature among the arena displays which conclude each day's events.

The Dockyard will be open from 1230 until 1800 and entrance will be via the Main and Anchor Gates, prices of admission adults 2s. 6d.; children 1s. There will be the usual facilities for refreshments, ice creams, souvenirs, etc., and children may be safely left at the children's nursery in the Dockyard. Coaches, cars and bicycles may be parked in the R.N. Barracks for a moderate charge.

R.N. DRAMA FESTIVAL

Nine establishments of the Portsmouth Command are taking part in the 1958 Royal Naval Drama Festival. Mr. Cecil Bellamy will be the adjudicator for the plays presented. The establishments concerned, and the plays—or excerpts—are as follows: H.M.S. Dryad, "The Late Christopher Bean"; H.M.S. St. Vincent, "Noah"; H.M.S. Vernon, "The Defeated"; H.M.S. Mercury, "Jo Says Yes." These four productions will take place at the Royal Naval Barracks on March 12 and 13. H.M.S. Dolphin, "The Sacred Flame"; H.M.S. Collingwood, "The Noble Spaniard"; H.M.S. Osprey, "Black Chiffon"; H.M.S. Excellent, "Witness for the Prosecution"; Staff Officers' Mess, H.M. Dockyard, "Why Not Tonight." These plays will be presented in the individual establishments.



Sportsman of the Month

KEITH RONALDSON, our sporting personality for this month, is a true "Pomponian." He was born in Portsmouth in 1936 and educated at the Portsmouth Grammar School.

He joined the Navy in 1952 as an artificer apprentice and did his initial training in H.M.S. Figard.

In 1953 he was posted to H.M.S.

his training and even went so far as to become his sparring partner. It was no unusual sight in 1953 to see a very small apprentice trying to punch a lieutenant-commander's head off. The training must have at least borne fruit as in that year Ronaldson won both the Navy and I.S.B.A. Boys' titles as a fly-weight.

The following year he won the Navy fly-weight title and was a finalist in the I.S.B.A. championships.

In 1955 he again won a Navy title, this time at bantam-weight, and also won through to the finals of the I.S.B.A. championships.

The following year he boxed against the Midland Counties and in May joined H.M.S. Albion on the Mediterranean station. In the Navy championships before departure he lost in the finals to A.B. Hedges due to a cut eye. He had already beaten Hedges in the Portsmouth Command championships.

He has represented the Navy against Midland Counties, Southern Counties and Wales in the last two seasons, winning all his bouts.

He is now back at Collingwood as an instructor and is training hard for the Navy championships this month, with an eye on an I.S.B.A. title.

This season he has particularly distinguished himself by defeating two full internationals—beating R. Barner of the Midland Counties and E. Robson of Wales.

He has won 50 of his total of 65 contests. His hobby is motor-cycling.



Photo: Evening News and Hampshire Telegraph, Portsmouth

Collingwood to complete his training and to start his boxing career. His first appearance in competitive boxing was in the Portsmouth Command championships when he won the novice fly-weight title.

Having won this championship he was taken in hand by Lieut.-Cdr. A. S. Walker, who was at that time a Divisional officer in the apprentices' section of Collingwood. Walker, himself a Navy champion of pre-war days encouraged Ronaldson by helping in

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ROYAL NAVY HOCKEY . . .

THIS MONTH the Royal Navy hockey team has been seen at each home port and in two Naval training establishments. The bare results are:

February 5, v. Cambridge University at Shotley, lost 0-4.
February 12, v. Oxford University at Portsmouth, lost 1-3.
February 15, v. Western Counties at Plymouth, lost 2-3.
February 16, v. Western Counties at Dartmouth, drew 2-2.
February 19, v. Civil Service at Chatham, won 2-0.

Against such formidable opposition, the results tell a tale of steady improvement in the Navy XI. At Shotley the weakness was at inside forward and the forwards never really looked like scoring. The Cambridge forwards were fast and relentless, and to keep the score down to four goals

was no mean feat. Against Oxford, Sub-Lieut. Bowyn Tagg was replaced at centre half by Lieut. Judge, and Bowyer Tagg moved to inside left. The backs were reinforced by persuading Lieut.-Cdr. Midgley to play despite his desire to retire. The result was a marked improvement. The defence were less under pressure and the forwards, better supported, occasionally looked like scoring. They did so on one occasion. It was pleasant to see Eagar, the Oxford captain, playing against us, having gained his Navy Cap two years ago as a National Service man.

At Plymouth, Sub-Lieut. Coles replaced Lieut. Judge at centre half, C.P.O. Swift played at right half and Mnc. Morris in goal. Eight of the full West side, including Carnhill and Robinson, made for strong opposition.

With the score at two-all, Gale, the West inside left, collided with Morris, who was concussed and took no further part in the game. It was while he was off that the West clinched the match. Lieut. Stanhope and E.M. Wellington scored.

On Sunday the teams replayed before an appreciative crowd of spectators at Dartmouth and with substitutes playing for the injured players, a 2-2 draw resulted. Lieut. Owers, in goal, saving well on several occasions. Lieut. Stanhope scored both goals and Sub-Lieut. Bowyer Tagg hit a post in the last minute.

Civil Service Beaten

Then the Chatham, where the Civil Service were beaten by two clear goals. Lieut. Stanhope scored with a nice reverse stick shot, of which he is an expert. A few minutes later he retired with a pulled muscle. After half-time the Civil Service attacked continuously but Lieut. Sproston in goal was in fine form. Then, against the run of the play, Wellington scored a soft goal, the type which so often beats a goalkeeper and wins a match.

The Navy have a series of hard matches in March but in every match experience is being gained by this young and immature XI.

R.N. Hockey Cup

The semi-final results were:

R.N.A.S. Culdrose 1 v. Royal Marines, Eastney, 0.
H.M.S. Ariel 5 v. R.N. Barracks, Chatham, 2.

The final will take place on Wednesday, March 19.

R.N. BOXING

R.N. v. Midland Counties

IT WAS not possible to include this match in the last issue.

The match took place at Birmingham on January 21 and resulted in a win for the Midland Counties by five bouts to four.

The result is very encouraging as the Midlands are possibly the strongest association in the amateur boxing world outside of the London Division, and this is the nearest we have ever been to beating them since matches between the two clubs have been held.

E.A. Ronaldson's performance is worthy of mention as his opponent, W. Barber, was a finalist in the A.B.A. championships last season and represented England in one of the two matches against Austria last month.

Full results:
Feather—A.B. Silsby (Plymouth) lost on points to R. Taylor, M.C.A.B.A. champion in 1957.
L.E.M. Tyrrell (Ark Royal) beat T. Icke, on points.

Light—E.A. Ronaldson beat W. Barber, on points.

Light Welter—Sig. Shaw (Nore) lost to R. Tinkler, on points.

Welter—A.B. Knowles (Plymouth) beat S. Bishop, on points.

Light Middle—P.O. (Air) Thorne (Ark Royal) lost to J. Elliott, on points.

Middle—O.Tel. Bryant (Ark Royal) lost to T. Powers, R.S.B. third round.

Light Heavy—N.A. Dryden (Air) beat R. Bailey, R.S.B. second round.

Heavy—L.S. James (Ark Royal) lost to T. Smith, on points.

R.N. v. Welsh A.B.A.

In our annual match at Cardiff on February 11, we were defeated by three bouts to seven.

E.A. Ronaldson again excelled himself against E. Robson, who is a full Welsh international.

Results of contests were:
Bantam—A.B. Minardier lost to H. Carroll, on points.

Feather—A.B. Silsby lost to M. Collins, R.S.B. second round. Collins is a full Welsh international and has appeared in the British Empire Games. He has also boxed in the Olympic Games.

Light—E.A. Ronaldson beat E. Robson, on points.

Light Welter—Sig. Shaw lost to R. Rowley, on points.

Welter—A.B. Knowles lost to W. Phillips, on points.

Middle—A.B. Gleason lost to W. Morris, on points. Gleason has previously met this opponent twice, winning once and losing once.

Light Heavy—N.A. Dryden lost to O. Higgins, on points.

Heavy—L.S. James lost to L. James, on points.

A.B. McDermott (Plymouth) beat A. House, R.S.B. second round.

H.M.S. Collingwood Sports Report

SOCCER

DUE TO the weather we have only been able to play off one United Services Division I League match and one Division II match.

Our team, consisting of some well-known names in Command and Navy football, were shown by H.M.S. Sultan how to recover from three goals down at half-time, to win 5-3 in the one and only Division I match this month. Let's hope this lesson has been digested by our first XI.

The second XI have had a little more success, both with fixtures and results, though losing 6-0 to H.M.S. St. Vincent in the semi-final of the U.S. Junior Challenge Cup. The successes of the second XI to date include a win against the Portsmouth Police and a fourth-round victory over Carberry Sports in the Hants Junior Cup, whilst a draw was forced with R.A.F. Titchfield in the U.S. League Division II.

RUGGER

The New Year has seen us maintain our standard of first XV rugby and, despite the loss of several players owing to drafting, we have been very fortunate in finding suitable replacements. In the month of January we played three games and won three.

Collingwood has reached the semi-finals of the Command Knock-Out Competition, having beaten Dolphin and Osprey.

The "A" XV have not fared as well, because weather conditions prevented play during January.

HOCKEY

Two Collingwood XIs managed to squeeze in five games all told during this month, of which the first XI won two and lost two and the second XI lost one. The third XI, which consists entirely of apprentices, was untried during January, as all their

fixtures were cancelled owing to the weather.

It was with regret that we learned of the death of Inst.-Lieut. Barnes. He had accomplished so much in raising the standard of hockey in Collingwood.

CROSS-COUNTRY

The year's first trial run was carried out on January 22 at Dryad, against teams from Daedalus and Dryad, and resulted in Collingwood being a close second to Daedalus.

Collingwood's inter-divisional Easter term championships were held on January 30 over our 3½-mile course, in conditions that can only be described as bad. A bitter wind was blowing and for the most part the course was ankle-deep in mud. A total of 214 runners braved the elements to compete for two individual trophies and two team trophies.

Results.—1st, R.E.M. Worsley (21 mins. 38 secs.); 2nd E.A. App. Gorman (21 mins. 40 secs.). Winning team with four runners to count, Bateson "A" (30 pts.); Runners-up, Walker "A" (54 pts.). Winning team with eight runners to count, Middleton "A" (199 pts.); Runners-up, Bateson "A" (200 pts.).

BASKET-BALL

Seven games were played during January, of which five were won and two lost. The senior team, mainly consisting of ex-apprentices, were knocked out of the National Championships by East Ham, losing 50-29 after reaching the last 16. The all-apprentice junior team reached the quarter-finals by beating Luton Hornets 65-41.

Collingwood retained the Portsmouth Command Knock-Out Cup for the fifth year in succession, beating Vernon in the final 26-21, and will now represent the Command in the Navy Championships.

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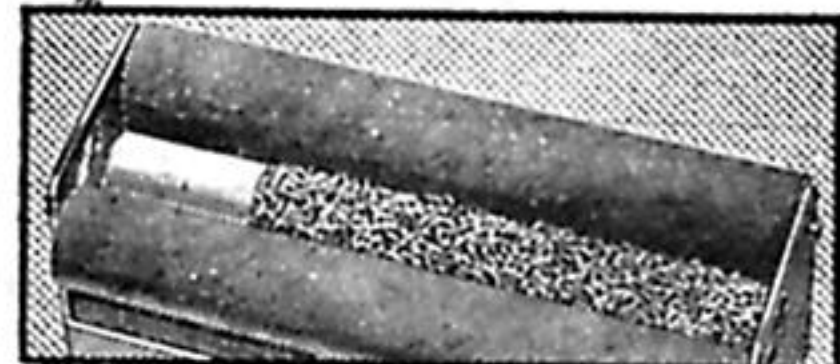
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can save money and enjoy more smokes with no wasted tobacco.



12 FOR 3d.

Crumple a cigarette paper and place on machine as shown. This saves enough tobacco to make 12 extra cigarettes at a cost of only 3d.



20 FOR 8d.

Use Rizla Filter Tips to make 20 extra cigarettes with every 8d. box of 100 tips. Safeguards health too by reducing nicotine and tobacco tars.



For "short smokes" place the Filter Tip one third distance from machine end and fill the rest with tobacco.

RIZLA



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from your tobacconist.

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